

ROYAL NAVAL DIVISION.

PUBLIC SCHOOL BATTALION.
THE ADMIRALTY have given official permission for raising a Battalion of 1,000 men, which will be strictly limited to Public School or University men and who will serve together as a Unit.
Training is now going forward.
Applicants desiring to enrol should apply at once to
ROYAL NAVAL DIVISION,
6, 7 and 8, Old Bond Street, W.
God Save The King.

Hongkong Daily Press.

ESTABLISHED 1857.

Registered as a Newspaper at the General Post Office in the United Kingdom

RESERVES ON GUARD.

Owners of Ford Cars are provided against failure by our stock of Reserve parts.

ALEX. ROSS & Co.,
4, Des Vaux Road Central,
Sole Agents.

No. 17,839.

號九十三百八千七萬一第

日四初月六年卯乙

HONGKONG, THURSDAY, JULY 15TH, 1915.

四拜禮 號五十月七年四國民華中

PRICES, \$3 PER MONTH.

THE HOME MAILS.

TO ARRIVE.
July 15th.—The English mail, per s.s. ORIENTAL.
July 16th.—Europe (via Siberia), per s.s. SARDINIA.
TO DEPART.
July 15th.—Straits, Ceylon, Marseilles and London, at 11 a.m., per s.s. KAMA MARU.
July 16th.—Formosa via Keelung, Shanghai, North China, Japan via Nagasaki, Victoria, B.C., Seattle, Wash., and United Kingdom via Canada, at 1 p.m., per s.s. TAOKA MARU.
July 16th.—Europe via Siberia, at 5 p.m., ORIENTAL.
July 17th.—Straits, Burmah, Ceylon, Adelaide, Western Australia, India, Aden, Egypt and Europe, at 11 a.m., per s.s. SARDINIA.
July 17th.—Saigon, Straits, Burmah, Ceylon, Adelaide, Western Australia, India, Aden, Egypt and Europe, at noon, per s.s. VILLE DE LA GIRONDE.
July 17th.—Europe via Siberia, at 5 p.m., per s.s. ORIENTAL.
July 20th.—Europe via Siberia, at 3 p.m., per s.s. ANHUI.
July 24th.—Saigon, Straits, Burmah, Ceylon, Adelaide, Western Australia, India, Aden, Egypt and Europe, at noon, per s.s. ATLANTIQUE.

S.S.—For further returns and for Mails to and from the Coast of France, India, Siam, etc., see the Post Office Notice on the last page of this issue.

INTIMATIONS

GREEN ISLAND CEMENT COMPANY.
PORTLAND CEMENT.
In Casks 375 lbs. net.
In Bags 250 lbs. net.
SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 9th December, 1914. [724]

KAIPING COKE.
Competes with the best quality English Coles or **FOUNDRY, SMELTING AND HOUSEHOLD PURPOSES.**
HIGHEST FIREBRICKS GRADE
FIRECLAY.
STOCK ALWAYS ON HAND.
Office: QUEEN'S BUILDINGS, HONGKONG. Tel. Add. MAISHAN, HONGKONG.
Telephone No. 1030.
DODWELL & CO., LTD.,
Hongkong, 1st October, 1914. AGENTS. [74]

BRANCH OFFICES—NAGASAKI, MOI, KATSU, WAKAMATSU, OTSU, MURORAN, HAKODATE, KOBE, OSAKA, KURE, TOKYO, YOKOHAMA, NAGOYA, TSUBUGA, SHANGHAI, HONGKONG, HANKOW, PEKING.

Cable Address for above: "IWASAKI."
Cables: A.I., A.B.C. 5th Ed., Western Union.
AGENTS: CHINKIANG—Messrs. GARRING & Co.
KARL—Messrs. MACDONALD & Co.
SINGAPORE—Messrs. BERNARD & Co., Ltd.
GLASGOW—Messrs. A. R. BROWN, McFarlane & Co., Ltd.
For Particulars, apply to—
K. KATO,
Manager,
No. 2, Pedder Street, Hongkong.
Hongkong, 24th April, 1914. [540]

PEAK TRAMWAY COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.
1.00 a.m. to 8.00 a.m.—Every 15 minutes.
8.00 " to 10.00 " " " 10 " "
10.00 " to 11.00 " " " 15 " "
11.30 " to 12.45 p.m.—" " " 15 " "
12.45 p.m. to 1.15 " " " 10 " "
1.15 " to 1.45 " " " 15 " "
1.45 " to 3.15 " " " 10 " "
3.15 " to 5.00 " " " 15 " "
5.00 " to 8.10 " " " 10 " "
NIGHT CARS.
8.50 p.m. and 8.00 p.m. 2.30 to 11.00 p.m.
Every Half Hour.
1.00 p.m. to 11.45 p.m.
Every Quarter-Hour.
SUNDAYS.
7.45 a.m. to 10.30 a.m.—Every 15 minutes.
10.30 " to 11.00 " " " 10 " "
11.30 " to 12.00 noon " " " 15 " "
12.00 noon to 1.00 p.m.—" " " 10 " "
1.00 p.m. to 5.00 " " " 15 " "
5.00 " to 8.00 " " " 10 " "
8.00 " to 7.00 " " " 15 " "
7.00 " to 8.10 " " " 10 " "
NIGHT CARS as on Week Days.
SATURDAYS.
Extra Car at 12 Midnight.
SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Vaux Road Central.
Season and punch tickets available for all cars not already full running at the time stated in the Company's time tables, but not for special cars, can be obtained on application at the Company's Office. No Season ticket will be issued until payment therefor has been made in Bank Notes or by Cheque or Comptroller order representing Bank Notes.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 15th June, 1915. [457]

THE MITSU BISHI DOCKYARD AND ENGINE WORKS.

A.I., A.B.C., WESTERN UNION, ENGINEERING AND BENTLEY CODES USED.
Builders and Repairers of Ships, Engines and Boilers, and Electrical Engineers.
Manufacturers of Centrifugal Condensers, Steam Engines, Pumps, Castings, Parsons' Steam Turbines and Turbo-Alternators, &c., &c.
NAGASAKI.
TELEGRAPHIC ADDRESS: "DOCK" NAGASAKI.
GRAVING DOCKS AND PATENT SLIP.
Dock No. 1. Dock No. 2. Dock No. 3.
Length on Keel Blocks ... 510 feet 714 feet 714 feet
Width of Entrance on bottom ... 32 " 32 " 32 "
Water on Blocks at Spring Tide ... 3 " 3 " 3 "
PATENT SLIP—Capable of lifting vessels up to 1,000 tons gross.
The Salvage Steamer "OURA MARU" 716 tons and 12 knots.
Two Floating Cranes of 60 and 30 tons each, besides 150-ton Giant Crane.
KOBE.
TELEGRAPHIC ADDRESS: "WADADOCK" KOBE.
FLOATING DOCKS.
No. 1. 7,000 tons. No. 2. 12,000 tons.
Lifting Power ... 400 feet ... 60 " 60 "
Max. Length of Ship taken in ... 55 " 55 " 55 "
Max. Breadth of Ship taken in ... 22 " 22 " 22 "
Max. Draft of Ship taken in ... 22 " 22 " 22 "
The Salvage Steamer "ARIMA MARU" Pumping capacity per hour 3,000 tons.
HIKOSHIMA (Near Shimoda).
TELEGRAPHIC ADDRESS: "DOCK" SHIMONOSEKI.
GRAVING DOCK.
Length on Keel Blocks ... 368 feet 0 inch.
Breadth at Entrance on bottom ... 55 " 0 "
Depth of Water on Blocks at Spring Tide ... 25 " 7 "
Floating Crane capable of lifting 10 tons weight.
THE NAGASAKI, KOBE and HIKOSHIMA DOCKYARDS are closely connected with each other, enabling them to co-operate in the prompt execution of work and to suit the convenience of customers.
Any Orders will be promptly attended to and Estimates sent on application. [606]

THE KAILAN MINING ADMINISTRATION.

KAIPING COAL:
STEAM RAISING, FOUNDRY, SMELTING, BUNKERS AND HOUSEHOLD PURPOSES.
KAIPING COKE:
Competes with the best quality English Coles or **FOUNDRY, SMELTING AND HOUSEHOLD PURPOSES.**
HIGHEST FIREBRICKS GRADE
FIRECLAY.
STOCK ALWAYS ON HAND.
Office: QUEEN'S BUILDINGS, HONGKONG. Tel. Add. MAISHAN, HONGKONG.
Telephone No. 1030.
DODWELL & CO., LTD.,
Hongkong, 1st October, 1914. AGENTS. [74]

SOUTH MANCHURIA RAILWAY.

TRAVERSING THE NEWEST AND MOST INTERESTING COUNTRY OPENED TO THE TOURIST AND HOLIDAY-MAKER.
THE SHORTEST, QUICKEST AND CHEAPEST ROUTE BETWEEN THE FAR EAST AND EUROPE IS STILL VIA THE SOUTH MANCHURIA RAILWAY.
Time-Table from May 1st, 1915, until Further Notice.

Owing to the War the THIRICE-WEEKLY EXPRESS TRAIN SERVICE has been temporarily suspended, and a ONCE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped Dining and First and Second Class Sleeping Cars, is operated between Dairen and Changchun in connection with the Trans-Siberian Express Trains and with Dairen-Seiton (Tientsin) Shanghai Mail Steamer Service by the S.S. "SAKAKI MARU" and "KOBE MARU" (each equipped with wireless telegraph) as follows:

NORTH BOUND.				SOUTH BOUND.			
1st Class Fare	2nd Class Fare	3rd Class Fare	4th Class Fare	1st Class Fare	2nd Class Fare	3rd Class Fare	4th Class Fare
Shanghai (S.M.S. 3rd-1st) 10.00	6.00	4.00	2.00	Shanghai (S.M.S. 3rd-1st) 10.00	6.00	4.00	2.00
Tientsin (S.M.S. 3rd-1st) 11.00	7.00	5.00	3.00	Tientsin (S.M.S. 3rd-1st) 11.00	7.00	5.00	3.00
Changchun (S.M.S. 3rd-1st) 12.00	8.00	6.00	4.00	Changchun (S.M.S. 3rd-1st) 12.00	8.00	6.00	4.00
Dairen (S.M.S. 3rd-1st) 13.00	9.00	7.00	5.00	Dairen (S.M.S. 3rd-1st) 13.00	9.00	7.00	5.00
Harbin (S.M.S. 3rd-1st) 14.00	10.00	8.00	6.00	Harbin (S.M.S. 3rd-1st) 14.00	10.00	8.00	6.00
Qiqihar (S.M.S. 3rd-1st) 15.00	11.00	9.00	7.00	Qiqihar (S.M.S. 3rd-1st) 15.00	11.00	9.00	7.00
Changchun (S.M.S. 3rd-1st) 16.00	12.00	10.00	8.00	Changchun (S.M.S. 3rd-1st) 16.00	12.00	10.00	8.00
Tientsin (S.M.S. 3rd-1st) 17.00	13.00	11.00	9.00	Tientsin (S.M.S. 3rd-1st) 17.00	13.00	11.00	9.00
Shanghai (S.M.S. 3rd-1st) 18.00	14.00	12.00	10.00	Shanghai (S.M.S. 3rd-1st) 18.00	14.00	12.00	10.00

* Russian Train Time is 25 minutes faster than the S.M.R. Time.
The above fares do not include the Express Train Fee.
To the daily train leaving Dairen at 8 p.m. for Changchun and that leaving Changchun at 11.30 a.m. for Dairen a Compartment Car has been attached, on which First-Class Passengers can secure sleeping accommodation on payment of Yen 2.
RAILWAY HOTELS—YAMATO HOTEL (Tel. Add. "Yamato"). At Dairen, Port Arthur, Mukden, Changchun, and Harbin (the first-class hotel in the North China), all under the Company's management.
TICKET AGENTS.—The Company's Railway and Steamer Tickets are obtainable at all the Agencies of the INTERNATIONAL STEAMING CO. & EXPRESS TRADING CO.; Messrs. THOS. COOK & SON, the NORMAN BANKRUPT, and the NIPPON YUSEN KAISHA, Shanghai; from whom all information, time-tables, pictorial guide-books, etc., can be obtained free, or direct from the
SOUTH MANCHURIA RAILWAY CO., DAIREN.
Tel. Add. "MANCHURIA." Codes: A.B.C. 5th Ed., A1, and Lieber's.

FUSHUN COAL

THE BEST STEAMING COAL IN THE FAR EAST.
Fresh stocks always on hand at Dairen, Port Arthur, Newchwang, and Tientsin Depots, and also at Antung, Chefoo, Shanghai, Hongkong, Manila, Singapore, and Penang.
MINING DEPARTMENT.
SOUTH MANCHURIA RAILWAY CO., DAIREN. [468]

KELLY & WALSH, LTD.

In Centrest Germany, by Hun Sevedent, E. V. Lucas and G. Morrow ... 80
Commonsense about the War, Harold Owen (Criticism of Bernard Shaw) ... 2.00
Machinist Gun Training ... 80
At the Front with Three Armies, Grenville Fortescue ... 4.80
Pan-Americanism, Roland G. Usher ... 6.50
Reflections of a Non-Combatant, M. D. Petro ... 2.00
A Bride of the Plains, Baroness Orczy ... 1.75
Loneliness, R. H. Benson ... 1.75
Dragon's Teeth, R. Dehan ... 1.75
The Lady Passenger, A. W. Marchmont ... 1.75
Grocer Greatheart, A. H. Adams ... 1.75
When the Hour Came, Elinor Glyn ... 80
Quick Action, R. W. Chambers ... 1.75
The Story of Eden, Dolt Wyllards ... 80
The Florantine Frame, Ellis Robins ... 80
The Complete Bachelor, Oliver Onions ... 80
The Watcher by the Threshold, Buchanan ... 2.00
Peace and War in Europe, G. Slater ... 2.00
Are We Ready, A Study of the Preparedness for War of U.S.A., E. D. Wheeler ... 4.80
Poems of Optimism, Ella Wheeler Wilcox ... 80
Clinical Anatomy of the Gastro-Intestinal Tract, Todd ... 4.80
Belgian Democracy: Its Early History, Pironne ... 3.00
The Bishop of London's Visit to the Front ... 30
An Introduction to Mining Science, Coppock and Lodge ... 1.60
Six Elizabethan Plays, Edited by C.B. Wheeler ... 80
The Clime of Silence about the Hidden Plague, W. N. Willis ... 80
The Book of the Fly, the Fly Plague and its Cure, H. Hardy ... 2.75
Forms and Precedents for Common Use (Commercial, &c.), Eno y ... 4.00
Crown Naval Pocket Book ... 6.00
The Wonders of Egypt, P. R. Salmon ... 2.00
The Jubilee Story of the Coin Island ... 2.75
Mission, Marshall Broomhall ... 4.00
The Spirit of England, G. W. Russell ... 4.00
Unexpected Tidings of the War and the Future, R. J. Fox ... 80 [14]

MAMPEI HOTEL, KARUIZAWA, JAPAN.

3,270 FEET ABOVE SEA LEVEL.
THE BEST SUMMER RESORT IN JAPAN.
Dry and Invigorating Air.
Guide for the Ascent of the Volcano Asama.
Strictly First-Class Hotel in Karuizawa.
14 miles from the Railway Station.
Special Terms offered for Prolonged Stay.
Tennis Courts, Billiards, Library.
CABLE ADD. "MAMPEI" KARUIZAWA.
Phone No. 23, KARUIZAWA.
K. SATO,
Proprietor and Manager. [518]

BLACKLOCK & MACARTHUR, LTD.

GLYDESDALE PAINTS AND OIL WORKS.
GLASGOW.
MANUFACTURERS OF
WHITE LEAD, PAINTS, COLOURS, VARNISHES, OIL REFINERS, ETC., ETC.
CONTRACTORS TO HIS MAJESTY'S GOVERNMENT, COLONIAL AND FOREIGN GOVERNMENTS, RAILWAY AND STEAMSHIP COMPANIES, ETC.
PRICES AND PARTICULARS FROM—
WM. STEWART & CO.
ALEXANDRA BUILDINGS,
SOLE REPRESENTATIVES.
Hongkong, 1st December, 1914. [33]

WM. STEWART & CO.

TIMBER MERCHANTS, MEASURERS, AND TIMBER EXPERTS.
5, ALEXANDRA BUILDINGS.
IMPORTERS of Teak, Hardwoods, Oregon Pine and Japanese Oak in Logs and Planks.
Teak and Hardwood supplied Machine Sawn to any Dimensions.
Floorings—Slices to Order.
Philippine Hardwood Wharf Piles in lengths up to 60 feet.
The attention of Architects, Civil Engineers and Contractors is directed to the splendid range of Philippine Hardwoods suitable for constructional purposes.
Prices and Samples on application.
Telegrams—Rosewood. Telephone No. 1433. P. O. Box No. 539.
Hongkong, 2nd May, 1914. [51]

WM. STEWART & CO.

THE YOKOHAMA DOCK CO., LIMITED.
Telegraphic Address: "DOCK" Yokohama.
Codes used—A.B.C. 4th and 5th Editions, Lieber's, Scott's, A1, and Walker's.)
DRY DOCK DEPARTMENT:—Telephone Nos. 274, 504, 681, 250, 3470.
NO. 1 DOCK. Docking Length 510 ft. **NO. 2 DOCK.** Docking Length 377 ft. **NO. 3 DOCK.** Docking Length 481 ft.
Every description of repair work undertaken. A large assortment of material including all shafts are kept in stock. Two powerful low boats, floating derrick to lift 45 tons; pneumatic, electric, hydraulic plants, etc. Manufacture of engines, boilers, lugs, lighters, constructional steel work, etc. Tenders on short notice by letter or cable.
WAREHOUSE DEPARTMENT:
99 buildings, principally of brick and steel, containing private loaded warehouses and sugar consumption tax covered warehouses. Floor area 57,317 square yards, or 14 acres. Every description of warehousing, custom-house brokerage and insurance undertaken. Rates moderate.
Mooring Berth, 400 feet by 150 feet by 25 feet deep, adjoining the docks and warehouses. [512]

WM. STEWART & CO.

THE NEW MACAU HOTEL.
THIS LARGE AND ROOMY HOTEL is now OPENED under NEW MANAGEMENT. The place has been renovated throughout and entirely refurnished. Situated on the Praia Grande facing the sea, a cool breeze is enjoyed all the year round. LARGE and COMFORTABLE DINING ROOM facing the sea. Cuisine under experienced supervision. Terms moderate.
For further particulars, apply to—
THE MANAGER,
Macau.
Tel. Add. "Phoenix," Macau.
1st February, 1915. [37]

THE YOKOHAMA DOCK CO., LIMITED.

THE VICTORIA HOTEL, CANTON.
Situated on the British Concession, Shamoon, The only European Hotel in Canton.
Guides and Chairs provided.
Every information and special attention given to Tourists.
Reasonable Rates.
Under the personal Management of Mr. and Mrs. Geo. E. EYLES. [727]

THE YOKOHAMA DOCK CO., LIMITED.

THE HONGKONG HOTEL.
J. H. TAGGART, Manager. [16]

KING EDWARD HOTEL.

GRAND HOTEL.
QUEEN'S ROAD CENTRAL.
A FIRST-CLASS AND UP-TO-DATE HOTEL, most Central Location within the vicinity of all the Principal Banks.
Noted for the best Food, Refreshment Accommodation and Cleanliness. Cuisine under European Supervision. A First-Class Dining Room serves selections from 5.30 p.m. to 11.30 p.m.
Special monthly terms for residents and for shipping people.
For further particulars apply—
MANAGER
Telephone 197.
Telegraphic address: "Canton." [20]

PEAK HOTEL.

THE NEW MACAU HOTEL.
THIS LARGE AND ROOMY HOTEL is now OPENED under NEW MANAGEMENT. The place has been renovated throughout and entirely refurnished. Situated on the Praia Grande facing the sea, a cool breeze is enjoyed all the year round. LARGE and COMFORTABLE DINING ROOM facing the sea. Cuisine under experienced supervision. Terms moderate.
For further particulars, apply to—
THE MANAGER,
Macau.
Tel. Add. "Phoenix," Macau.
1st February, 1915. [37]

ENTERTAINMENTS

S. Moutrie & Co., Ltd.**PIANOS**ON
HIRE
FROM**\$10 Per MONTH.****TUNING AND REGULAR ATTENTION
INCLUSIVE.**

[31-4]

PRINTING & BINDING

OF EVERY DESCRIPTION EXECUTED AT THE OFFICES

OF THE

"HONGKONG DAILY PRESS,"

WHICH ARE REPLETE WITH ALL THE LATEST AND MOST UP-TO-DATE

APPLIANCES FOR THE PROMPT PRODUCTION OF

HIGH-CLASS WORK.

10A, DES VŒUX ROAD, HONGKONG.**ASAHI BEER.****HAVE YOU A
BAD LEG**

With Wounds that discharge or other ailments, surrounded with inflammation, the finger on the inflamed part it leaves the impression on the skin which defies all the remedies you have tried. Perhaps swollen, the joints the same with the the skin may be discoloured, or there may be wounds, allowed to continue, you may have attended various hospitals and been told your case is hopeless, or advised to submit to amputation, but do not for I can cure you. I don't say perhaps, but I will. Send to the Drug Stores for a Box of

GRASSHOPPER
OINTMENT AND PILLS, which is a certain cure for Bad Legs, Poisoned Hands, Ulcerated Joints, Housemaid's Knots, Carbuncles, Snake and Insect Bites, &c. &c. English Prices, 1/11 and 2/6 each. See Trade Mark of a Grasshopper on a Green Label. Prepared by ALBERT ALBERT, House, 78, Farringdon Street, London, E.C.4.
Agents: A. S. Watson & Co., Ltd., Hongkong.

A LING & CO.

19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS

STORE.

Photographic Goods of Every Description in Stock.

Developing, Printing and Enlarging.

Canton Marbles in Various Shades.

TELEPHONE 1219.
Hongkong, 4th February, 1915. [516]**CHILDREN OF THE FAR EAST.**

A SOCIAL AND POLITICAL NOVEL BY

By CHAS. J. HALCOMBE.

Formerly of the Imperial Chinese Customs Service, Author of "The Mystic Flower Land," etc.

THE VOLUME, which consists of 46

Pages, and includes a Sketch Plan

of historical interest showing the disposition

of the Forces at the battle of Kweilin

is dedicated to Sir ROBERT HART,

G.O.M.G., and Dr. A. R. HARRIS.

Its description of Chinese Social

Customs and Superstitions, combined

with the insight it gives into political

conditions in China, makes "Children

of the Far East" an excellent volume for

presentation to friends at home.

PRICE—**1/6**

To be obtained from Messrs. KIN &

WALSH, Ltd., Messrs. BARNES & Co., or

from the Printers and Publishers, at

"The Hongkong Daily Press" Office.

**"HYSON" "SHOSHU-MARU"
COLLISION****JUDGMENT OF THE OSAKA
MARINE COURT**

On the 1st instant, in the Osaka Marine Court, judgment was given in the inquiry held into the circumstances attendant upon the collision between the Blue Funnel steamer *Hyson* and the O.S.K. steamer *Shoshu-maru* in the Inland Sea on January 3rd last.

In delivering judgment, Mr. Ishikawa, the Presiding Judge, first read a résumé of the evidence in the case. "In the present case," proceeded the Presiding Judge, "the cause of the collision is traceable to the fact that shortly before the *Hyson* came ahead of *Takakamishima*, Price, who was piloting that steamer at the time of the accident, failing to sight the lights of the *Shoshu-maru*, which should have been discernible on the port bow about a mile and a half ahead, directed his course as if to cross the bow of the *Shoshu-maru*, and that subsequently he failed to take the necessary precautionary step of steering clear of the *Shoshu-maru* according to the provisions of Article 19 of the Law for the Prevention of Maritime Accidents when he sighted on the starboard bow the masthead and red lights of the Japanese steamer; this was through a miscalculation that at that moment there was still a sufficient distance between the two steamers, while in reality they were only 85 cables apart. The action of Price comes within the purview of No. 6, Clause 1, Article 19 of the Pilot Law, and according to Article 21 of that law should be punished under Clause 2, Article 2, of the Seamen's Disciplinary Law.

"The action of Kawaguchi Junsui, who was the First Officer on board the *Shoshu-maru* and acted as pilot at the time of the accident in the absence of Kawazumi, the Master, was right and proper, and does not come within any of the provisions of Article 1 of the Seamen's Disciplinary Law.

"It is true that Kawazumi Yoshiro, the Master of the *Shoshu-maru*, was not directly responsible for the collision, as the accident had already occurred when he went up on the bridge, but nevertheless his action in entrusting the steamer to one of his subordinates when steaming through such a narrow channel as the cause of the accident, and especially at a moment when the lights of the *Hyson* had already come into view, constitutes an infraction of the provisions of Article 16 of the Seamen's Law, and, coming within the scope of No. 1, Article 1, of the Seamen's Disciplinary Law, should be punished in accordance with the provisions of No. 3, Article 2, of that law.

"For the reasons above enumerated, Price's Inland Sea pilot licence is suspended for one month; Kawaguchi is excommunicated. The costs of the inquiry, amounting to ¥24.00, shall be borne by Price."

**SHANGHAI MEN AND THE
WAR.**

Mr. S. B. Hatfield, formerly of the Russo-Asiatic Bank, Shanghai, is now with the 2nd Battery, Canadian Expeditionary Force, and a postcard just received from him, marked "Somewhere in Flanders," says that he was on his way to the firing line, after six months in camp at Shorncliffe.

The following interesting extracts are taken from a letter received in Shanghai from Mr. W. A. Birchall, formerly of the Russo-Asiatic Bank, Shanghai, who is now 2nd Lieutenant in the 21st Sherwood Rangers: "A couple of months ago I came up here (Retford) expecting to find myself amongst strangers. You can imagine my surprise to find Robby Fearon a Major in the same Regiment! It was ripping to see him again and he smoothed my path considerably. Fearon is, of course, very popular and makes an excellent Squadron Commander. I was able to spend only a few days in London, but of course I ran up against numbers of Shanghai folk, as one always does in London. The very first night I spent there, I found Mr. and Mrs. 'Peggy' Lancaster sitting at the next table at dinner. Then I ran up against Loftus Jones, a chemist's shop, and Ferguson (of the Eastern Tel. Co.) in Hyde Park! Fearon had the same experience, and only last week, when he ran to town for the weekend, he met A. J. H. Carilli, McLeLan (Captain in the 2nd Yorks) and Cousins (a private in the London Scottish)."

**GERMAN PROPERTY AT
TSINGTAO.**

The *Asahi* says the total value of German official property seized by the Japanese Military Administration Office at Tsingtao up to the present is estimated at ¥20,000,000. This is made up as follows: Buildings, valued at ¥10,000,000; land, ¥2,500,000; forests, ¥5,000,000; the Shantung Railway, ¥25,000,000; mines ¥6,000,000; specie, ¥1,000,000 etc.

As regards property owned by individuals, an official notification was issued, some time ago, that all property to which no formal claim was made up to the end of May would be confiscated. The unclaimed property is now being disposed of—much as private property cannot be confiscated according to International Law, without justifiable reasons, this is now in the temporary custody of the Japanese authorities. The buildings and land owned by Germans and Austrians, however, are located in places of geographical advantage, and the continued holding of these places by enemy subjects is likely to prove a disadvantage. The way to get over the difficulty is for the authorities to purchase the land and buildings, but to do this a large sum of money is needed.

**CONFERENCE OF JAPANESE
CHAMBERS OF COMMERCE.****HOW TO DEVELOP JAPAN'S TRADE.****REPLIES TO THE GOVERNMENT.**

The conference of Chairmen of Chambers of Commerce, called by the Department of Agriculture and Commerce in Tokyo, was concluded on Wednesday (23rd ult.), when committee reports were submitted and adopted.

Mr. Okamoto, chairman of the Hakodate Chamber, moved that the buildings of Chambers of Commerce and the land occupied should be exempted from all taxes and other imposts; motion was approved, and the motion of Mr. Takigawa, representative of the Kobe Chamber, for the establishment in Osaka or Kyoto of a National Industrial Laboratory, was similarly passed.

Mr. Nakano, Chairman of the Tokyo Chamber, expressed the hope that the Government would take measures to remedy the short supply of steamers, which was hampering business, and also take steps for the suppression of the Chinese boycott.

Mr. Kono, Minister of Agriculture and Commerce, who presided over the conference, thanked the meeting for its work, and hoped that such conferences would be repeated from time to time.

EXTENDING TRADE.

The replies of the Conference to the questions put by the Government are as follows:—

In reply to the first question—What should be done to extend Japan's overseas trade?—the Conference recommends:

1. The Franco-Japanese Treaty should be applied to French Indo-China.

2. A Treaty of Commerce should be concluded with Australia.

3. A Conventional Tariff should be adopted between Japan and Russia.

4. Offices should be established for the State inspection of the principal commodities of export.

5. Trade Commissioners should be appointed, and commercial students should be sent abroad by the Government in greater numbers than at present.

6. Deep sea steam navigation should be extended: (a) The Australian service should be extended to New Zealand. (b) New steamship services should be opened to French Indo-China and Siam. (c) A Panama Canal service should be opened.

7. Exchange banks should be extended and exchange business should be facilitated.

8. The principal commodities of export should be introduced abroad and united sole offices for such commodities should be established.

9. A Japanese Legation should be established in Argentina.

10. More Consulates should be established abroad, and greater efforts should be made to extend international trade.

11. Freight on the principal commodities should be reduced.

12. The process of obtaining reimbursement of Customs and other dues on goods exported should be simplified.

13. The maximum size and weight of parcels for the foreign parcels post should be increased.

THE DEVELOPMENT OF INDUSTRY.

In reply to the second question—What should be done for the further development of industry?—the Conference said:

1. The circulation of money for industrial funds should be facilitated.

2. Customs duty on raw materials and half-manufactured goods should be lowered and the use of temporary Customs goods deposits should be made easier.

3. Customs duty on machinery for industrial purposes should be abolished.

4. Protection of Japanese trademarks should be secured throughout the Orient.

5. Scientific and chemical laboratories should be established.

6. Special rewards should be given to inventors, capitalists of industry, and others who promote the country's trade.

7. The establishment of technical schools and schools for training apprentices should be encouraged.

TRADE WITH CHINA.

The reply to the third question regarding the methods of taking advantage of the new treaties concluded with China, was:

1. A special bank for financing Chinese trade should be established.

2. Business men should be urged to explore Manchuria and Mongolia for the promotion of business enterprises.

3. Means of communication in Mongolia should be established without delay.

4. A Sino-Japanese exhibition should be held in China at an opportune time.

5. Co-operation with Japanese Chambers of Commerce in China should be arranged.

6. An itinerant exhibition of Japanese goods should be held in Manchuria.

CHAMBERS OF COMMERCE AND THEIR FUNCTIONS.

In reply to the fourth question—How to extend the functions of Chambers of Commerce and make them more effective the Conference said:—

1. Chambers of Commerce should inquire into commercial and industrial conditions in Japan and at the same time keep in touch with Japanese Embassies, Legations and Consulates abroad.

2. Government and other public offices at home, they should report to merchants and manufacturers without delay the current condition of foreign markets, and recommend any legislation considered necessary for the development of foreign trade.

3. The Government should cause Japanese abroad to establish Chambers of Commerce, assist commercial investigations, and grant suitable subsidies.

4. When treaties of commerce are next revised, an assurance should be obtained in the new treaties that certificate of value of goods issued by Chambers of Commerce should be accepted by the other party, and thus remove a frequent cause of trouble.

5. Chambers should assist small manufacturers in obtaining funds and establishing close relations between them and the banks, and make effort for the formation of credit associations.—*Japan Chronicle*.

THE HONGKONG VOLUNTEERS.**CORPS ORDERS BY LIEUT.-COL. A. CHAPMAN, V.D.****JOINED.**

1.—Private H. Pomroy joined the Corps on 13th inst., allotted Corps No. 1874 and posted to Right Section M.G. Co.

LEAVE.

2.—Private J. J. S. Kennedy is granted leave of absence from 10th July, 1915, to 16th September, 1915.

ENGINEER COMPANY.

3.—Reference Corps Order No. 3 of 25th June, 1915, Sapper S. Hamor is transferred from Bolckers to Stonecutters.

MUSKETRY (PART I.).

4.—Recruits of all units and H.K.V.R. who have never fired a Musket Course, at King's Park Range on Saturday, 17th July, at 2.30 p.m. Uniform must be worn. Corpl. Grimes, R.E., will attend. At least one N.C.O. from each unit sending men to fire must attend to assist the Instructor.

KING'S PARK RANGE.

5.—The Range is allotted to the Hongkong Police Reserve from 4 p.m. till dusk on Thursday, 15th instant.

PARADES.

6.—Parade for Thursday, 15th inst. 5.30 p.m. N.C.Os. and men of Nos. 1 and 2 Sections Artillery Battery and Scouts Co. who have not been passed out, Squad Drill and Rifle exercises on Cricket Ground under Sergeant Bullock.

5.30 p.m. Signalling Section, Morse flag examination of 10 men, as detailed by Sergeant-Major Blair at Headquarters.

REMAINDER: NIL.**DETAILS.**

7.—Gun Club Hill, Kowloon. On duty until 17th instant, Civil Service Company, and 2 members of Right Section M.G. Co. Officer on duty: Capt. Churchill.

DETENTION CAMP, KOWLOON.

On duty to-night: Left Section, M.G. Co. and the following members of Right Section M.G. Co.:—Ptes. Archie, Cordeiro, Greaves, Machado, Mirza, Pereira and Rocha.

Officers on duty: Capt. Armstrong. Artillery Battery and the following members of Right Section M.G. Co.: Ptes. Aires, Anderson, Paredo, Ellis, J. L. Goldenberg, and C. A. Goldenberg.

Officer on duty: Capt. Wolff. Orderly Officer until 17th instant: Lieut. Rice.

Orderly Sergeant until 17th instant: Sergeant Longmire.

G. E. Stewart, Capt. Adjutant, H.K.V.C.

HONGKONG VOLUNTEER RESERVE.**ORDERS BY MAJOR WAREMAN, O.C.H.K.V.R.**

PARADES.—"A," "B," and "C" Companies will parade on Friday, July the 16th, Battalion Drill and Skirmishing, Happy Valley. Dress: drill order, shirt sleeves.

RECRUITS.—Recruits will parade under Sergeant-Major Bond on the Cricket Ground at 5.15 p.m. on Monday, July the 19th, Wednesday, July the 21st, and Thursday, July the 22nd. Dress: drill order, shirt sleeves.

"D" COMPANY.—"D" Co. will parade at Volunteer Headquarters on Wednesday, July the 21st, at 5.30 p.m., under Sergeant-Major Cooke. Dress, drill order.

SCOUTS.—Scouts will parade at Murray Barracks on Wednesday, July the 21st, at 5.30 p.m.

CRASH OF INSTRUCTION.—A class of instruction will be held on the Cricket Ground at 5.30 p.m. on Tuesday, July the 20th, and Thursday, July the 22nd, under Sergeant-Major Bond. Dress, drill order, shirt sleeves.

GUN CLUB HILL AND P. OF W. CAMP.—The H.K.V.R. will relieve the H.K.V.C. on Saturday, July the 17th.

DETAILS.

AT PRISONERS OF WAR CAMP. Saturday, July 17th, Sections 1 and 2 of A Co., Sunday, July 18th, Sections 1 and 2 of B Co., Monday, July 19th, Section 1 of C Company, Tuesday, July 20th, Sections 3 and 4 of A Co., Wednesday, July 21st, Sections 3 and 4 of B Company.

Thursday, July 22nd, Sections 2, 3, and 4 of C Company.

AT GUN CLUB HILL.

Saturday, July 17th, Sections 3 and 4 of A Company.

Sunday, July 18th, Sections 3 and 4 of B Co., Monday, July 19th, Sections 2, 3, and 4 of C Company.

Tuesday, July 20th, Sections 1 and 2 A Co., Wednesday, July 21st, Sections 1 and 2 of B Co.

Thursday, July 22nd, Section 1 of C Co.

The guard for Prisoners of War Camp will parade daily.

Hongkong, at 6.10 p.m.

The guard for Gun Club Hill will parade nightly at Star Ferry Wharf, Hongkong, at 9.15 p.m. Dress, full marching order.

TRANSFERS.—Ptes. G. A. Woodcock and R. Innes are transferred to "D" Co.

POSTINGS.—Pte. F. W. Black having joined is posted to "B" Co. Section 1.

Pte. A. G. Pile having joined is posted to "B" Co. Section 2.

ORDERS.—Officer, from Saturday morning, July the 17th, to Friday morning, July the 23rd: 2nd Lieut. C. H. Blason.

ORDERLY SERGEANT.—Orderly Sergeant from Saturday morning, July the 17th, to Friday morning, July the 23rd: Sergt. D. Tolan.

MUSKETRY PART I.—All Recruits of A, B, and C Companies who have not fired Part I. will attend King's Park Range on Saturday, July 17th, at 2.30 p.m.

G. K. H. Barron, Capt. Adjutant, H.K.V.R.

HONGKONG POLICE RESERVE.**COMBINED PARADE, JULY 20TH.**

All ranks are warned that the Police Reserve will parade in uniform and with arms at Volunteer Headquarters at 5.30 p.m. sharp on Tuesday, July 20th, and proceed to the Garrison Parade Ground for

Battalion Drill.

F. C. JENKIN, Adjutant, H.K.V.R.

WANTED.

IN September, a FURNISHED or UN-FURNISHED HOUSE, on the PEAK, for a year or longer.

Apply to—

F. C. JENKIN, Priests' Buildings, Hongkong, 8th July, 1915. [730]

ON SALE.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, JULY to DECEMBER, 1914. With Index. Price \$1.50.

On Sale at the "Hongkong Daily Press" Office, Hongkong, 22nd January, 1915.

HOUSES TO LET**NOTICE.**

TO LET—A HOUSE at Observatory Villas, Kowloon.

Apply to—

ABRAHAM V. APOAR & Co., Hongkong, 6th July, 1915. [729]

TO LET.

OFFICE in Hotel Mansions.

Apply to—

HENRY HUMPHREYS, Alexandra Buildings, Hongkong, 30th June, 1915. [717]

TO LET.

HOUSE, No. 4, LYEMUN VILLAS, Kowloon.

Apply to—

SPANISH DOMINICAN PROCUROTOR, Hongkong, 30th June, 1915. [501]

TO LET.

WHOLE or PART SHOP in Chester Road.

Apply to—

CLARK & Co., (Opticians), Hongkong, 29th June, 1915. [705]

TO LET.

FURNISHED, including a splendid Piano, containing 6 Rooms, with ample Servants' Quarters.

Apply to—

DAVID SASSOON & Co., Ltd., Hongkong, 1st June, 1915. [616]

TO LET.

FOUR-ROOMED FLATS in Henoi Road, Kowloon, and MAY ROAD, Hongkong, with possession on or about 15th August next. English Baths and Kitchen ranges, Hot and Cold Water, Electric Light, First Class Modern Appliances, throughout, including Water Carriage System.

"PENYBREW," Minden Row, Kowloon, 6-Roomed House with Tennis Court.

2 and 3, MINDEN VILLAS, Kowloon, 6-Roomed House with Tennis Courts.

FOUR-ROOMED HOUSES in Gordon Terrace and Salisbury Avenue, Kowloon.

FLATS in Nathan Road, Kowloon.

A FLAT in Humphrey's Buildings, Kowloon.

Apply to—

HUMPHREYS ESTATE & FINANCIAL, Hongkong, 4th June, 1915. [580]

TO LET.

HOUSES in CLIFTON GARDENS, Conduit Road.

OFFICES, facing the Harbour between the Hongkong Club and Post Office.

58, THE FAIR "THE RETREAT," 21, WONG-NEI-CHONG ROAD.

GODOWNS, New Ferry, Kennedy Town.

GODOWNS, at Wanhsien Road.

Apply to—

FIRE AND FLOOD AT CANTON.

HUNDREDS OF SHOPS BURNED DOWN: MANY LIVES LOST.

FIRE BELIEVED TO BE WORK OF ROBBER.

In addition to the miseries occasioned by the great flood, Canton, on Tuesday afternoon, was further devastated by a huge fire which destroyed an enormous number of shops, and was the cause of many deaths. The occupants of the shops were in the top floors escaping from the water, and when the fire spread to their premises, no rescue being possible, they had either to jump into the water or be burned to death. Many jumped into the water and were drowned, while others died an agonising death in the flames. The fire, which is believed to have been the work of robbers, hundreds of whom are now engaged in looting, commenced at the Sampan Hong, in the Chinese city, which is situated near the Customs House, and, no help being available, it spread with great rapidity as far as Sapsat Po and Laming Street. It is difficult to ascertain approximately the number of shops that have been burned down, but telegrams received in the Colony yesterday afternoon placed the number as high as 1,200 or 1,300. How many of the trapped occupants perished will never be known, but it is estimated that they must run into thousands, most of the shops being occupied by families.

The *Hung Shan* returned from Canton yesterday afternoon and was crowded with refugees, many of whom were in a starving condition. In the course of a conversation with a *Daily Press* representative, the Chief Officer and that the city and its environs presented a scene of utter desolation. Throughout the night a fire was raging, which, reflecting on the broad expanse of wreckage-strewn water and submerged houses, created a most weird spectacle. There seemed to have been a slight rise in the height of the water since the ship was at Canton on Monday, and, if anything, the riverside and city presented a scene of even greater devastation. Heaps of bodies are being carried down from the higher reaches of the West River, people are starving, and no one seems capable of rendering aid. He had been informed that there were 10,000 people destitute in Canton alone, and the great loss of life will never be correctly estimated. In addition to all these miseries, bands of robbers are now active and adding to the horrors of the disaster. The police are endeavouring to prevent looting and other crimes, but the flooded streets afforded the robbers plenty of opportunities for carrying out their evil designs.

The Captain of the *Paul Beau* said that when he left Canton yesterday morning the fire was still burning and the water was also very high. He had never witnessed such a scene of general desolation; and heaps of bodies were floating about in the water.

It is evident, from particulars gleaned from other sources, that the water at Canton is still on the rise, and each day more lives are lost both by drowning and starvation. Immediate help is necessary to relieve the poor class Chinese, all of whom are in a pitiable condition. Higher up the West River the water is falling but here again thousands of people are in a starving and homeless condition.

ANOTHER ACCOUNT.

From another source we learn that as the flood did not "top off" on Tuesday afternoon during the big ebb tide, it is quite possible that the floods at Canton were much more serious yesterday. From the same source we are informed that the fire was a much more extensive affair than at first thought. It commenced at 3 p.m. and when the steamer left at 8 o'clock yesterday morning it was still raging. The poor people were faced with two fearful alternatives: either to drown or burn, as the water in the vicinity was from 6 to 10 feet in height. Sampan people were charging from \$50 upwards for taking people away from the burning area.

On Tuesday night the *Hung Shan* was thrown open, and about 400 or 500 of the homeless people were allowed to take refuge on the boat for the night. The most primitive means had to be resorted to in an endeavour to extinguish the flames. The water-works could do was to board sampans, dip buckets in the flood water and throw these on the flames. This work was rendered more difficult by the fact that the city was in darkness on account of the flooding of the electric power-house. The Shamoen is also in darkness at night.

CANTON-KOWLOON RAILWAY.

But little difficulty has been occasioned by the flood on the Canton-Kowloon railway and the authorities can guarantee to take passengers right through. A slight flooding has occurred at Shek Lung, but this difficulty has been met by the running of two trains, and passengers have merely to walk over an improvised bridge from one train to another, a delay of a quarter of an hour only being the result.

TUNG WAH HOSPITAL STARTS A RELIEF FUND.

HANDSOME EUROPEAN DONATIONS.

Yesterday morning we received from Messrs. Pentreath & Co., of Alexandra Buildings, the following letter:—

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS,"]

Alexandra Buildings, July 14th, 1915.

SIR,—On behalf of Messrs. Butterworth & Co. of Sumatran, Messrs. Ross Taylor & Co., Sourabaya, and ourselves, we beg to hand you herewith our cheque for \$2,000 (Dollars two thousand), which please hand over to any fund that has been started for the relief of the sufferers by the West River floods. We remain, Dear Sirs, Yours faithfully,

PENTREATH & CO.

We consulted the Hon. Mr. S. B. C.

Ross, Secretary for Chinese Affairs,

regarding the disposal of this money, and

were advised by him to hand it over to

a Fund which is being raised by the

Tung Wah Hospital Committee. Mr.

Lo Cheung Shiu, J.P., the energetic

Chairman of the Committee for the present

year, subsequently called upon us and

explained that at a meeting held on

Tuesday it was resolved to raise a Relief

Fund and a total of \$7,000 was collected

at the meeting. It was further decided

to immediately send rice for distribution

among the starving people, and three

Directors of the Hospital have gone to

Canton to consult with the Committee of

the Canton Relief Fund, in which body

the Tung Wah Committee have the fullest

confidence. The Canton Relief Fund

were in the fortunate position of having

a balance of \$160,000, so that they

were able to act promptly, but in view

of the magnitude of the disaster this

sum will be quickly disbursed.

The Tung Wah Hospital Committee

decided to canvas every Chinese shop in

Hongkong for donations and by about

mid-day yesterday the Committee had

collected well over \$10,000.

In addition, the Chinese General Chamber

of Commerce had held a meeting at

which over \$7,000 was subscribed towards

the Tung Wah's Relief Fund.

We handed to the Chairman of the

Committee the generous donation

forwarded to us by Messrs. Pentreath &

Co., and Mr. Lo Cheung Shiu informed

us that the Hon. Mr. Ross had handed

over to him a cheque for a thousand

dollars sent to him by the British-

American Tobacco Co.

At the time of Mr. Lo Cheung Shiu's

visit to the *Daily Press* office early yes-

terday afternoon the contributions to the

Fund had thus amounted approximately

to over \$20,000.

JAPAN AND THE FLOODS IN CHINA.

SHANGHAI, July 14th.

The Japanese Government and the merchants and bankers of Japan are taking most prompt and effective measures for the relief of the destitute and the prevention of famine in the devastated areas of China.—*Reuter*.

THE BELGIAN ORPHAN FUND.

The Hon. Treasurer of the Hongkong Polo Club has received the following letter in acknowledgment of the proceeds of the recent Polo Match:—

To the Hon. Treasurer,

Hongkong Polo Club.

July 10th, 1915.

DEAR SIR,—Mr. Verstraeten sent me as Hon. Treasurer of the "Belgian Orphan Fund" a cheque for \$850 on behalf of the Hongkong Polo Club. I beg you to accept my very sincere thanks and to convey them to the Members of the Hongkong Polo Club whose generous and charitable gift will be highly appreciated.—Yours very sincerely,

MADELEINE LIEBERT.

IS TO LEARN GERMAN.

1,073 TO LEARN FRENCH.

The whole of London has produced only eighteen students for German at the special summer session evening classes in foreign languages, started by the London County Council.

The Council was prepared to open classes for German at thirty-three centres in London; but one class suffices for the eighteen.

In contrast with the "slump" in German, there is a small "boom" in French, for the study of which thirty new classes, with 1,073 students, have been opened. There are eight Russian classes with ninety-six students.

HONGKONG AND THE WATER CARRIAGE SYSTEM.

MEMORANDUM BY THE MEDICAL OFFICER OF HEALTH.

Following is the Memorandum submitted to the Sanitary Board by Dr. W. W. Pearse, M.O.H., on the subject of the water-carriage system:—

The question of the superiority of the water carriage system over hand removal of night soil for Hongkong has lately been so much to the fore that I have thought that the Sanitary Board might care to have an expression of my views on the question. I therefore beg to forward the following remarks for submission to the President and members of the Board. I do not wish here to enter into the questions of the sufficiency of water, domestic plumbing or of the ultimate disposal of the night soil, but simply to consider the relative advantages and disadvantages of the two systems of removal from dwellings and the City.

Setting aside such matters as convenience in removal and the more æsthetic difference between the two systems, I wish to consider whether the adoption of the water carriage system will improve the Sanitary condition of the Colony, i.e., will it tend to lessen disease?

The proper removal of night soil from the houses of a city is intimately connected with the prevention of certain diseases of which typhoid or enteric fever may be taken as a type.

Enteric fever is a water and food borne disease. The specific and microscopic parasite which causes the disease is found in the stools and urine of infected persons. Food and water contaminated with human dejecta even in minute amount will when swallowed cause the disease.

An epidemic of the disease may arise if sewage containing the specific organism gains access to the water supply.

There is no doubt whatever of the possibility, generally speaking, of defective water mains being contaminated by sewage escaping from leaking sewers.

Hence the necessity of enquiry as to the soundness of sewers and water mains in a town before introducing the water carriage system.

There are certain characteristics of water borne epidemics of Enteric fever in a town supplied with a public water service which help one to conclude that contamination of the public water supply has occurred, but these are not evident until several cases of the disease have occurred. It does not seem right to use the occurrence of this disease as an index of the defective state of water pipes and sewers.

I have not known since I first came to Hongkong, nearly fourteen years ago, any outbreak of Enteric fever which could be traced to contamination of the public water supply.

I attach a table showing the numbers of cases of Enteric fever notified in the Colony for the nine years 1906 to 1914. The average for Europeans is 17.88, for Chinese 47 and for others 13 (imported cases are excluded).

There used to be and is perhaps now some idea prevalent amongst the public that the Chinese are quite immune from Enteric fever. While this is obviously an error it may be true that the Chinese do enjoy some partial immunity, and if this be correct there is all the more reason to suspect that amongst the Chinese population there may be many who are carriers of the infective material, i.e., they may be infected without showing symptoms of the disease. The dejecta of such persons would be equally dangerous with those of recognised cases. While at present there is every reason to believe that a certain amount of infective excreta does find its way into the sewers, yet the introduction of the water carriage system generally would greatly increase this amount and consequently the risk of contamination of the public water supply.

As there has been no reason for many years to blame the public water supply of the Colony for the cases of Enteric fever which have been notified, the source of infection has had to be sought elsewhere. It is notoriously difficult to state definitely the source of infection in Enteric fever when the cases as they occur present no features which point to a common source of infection.

There is, however, always an open door to infection in the contamination of food. It has continually been impressed upon the Hongkong Public that vegetables grown by Chinese gardeners may if eaten raw convey the infection owing to the practice common to Chinese gardeners of manuring their crops with human excreta poured in a liquid form over the crops.

This is doubtless an important point to be remembered, but I do not think that this is an adequate explanation of the source of the non-water borne cases of Enteric fever which we annually record

in this Colony. The Chinese are not in the habit of eating raw vegetables and yet they add a considerable number of cases of this disease to our register each year.

There is another door open to infection, and that is the contamination of food in domestic buildings by flies which settle on excrement in the public latrines and privies of houses.

This is a real danger which could be practically banished by the introduction of the water carriage system throughout the Colony.

It could also be lessened if it were practicable to introduce the dry earth system of treating excreta. Such system is, however, not practicable in this Colony.

The introduction of the water carriage system generally throughout the Colony would, however, be followed undoubtedly by great trouble due to the ignorance and carelessness of the great majority of Chinese in the care of the mechanical contrivances necessary for this system, and hence I am of opinion that at present at any rate this system should not be generally introduced, except for public latrines under the immediate supervision of Sanitary officers.

There are, however, many houses in the Colony occupied by people of better education and of more sense of the advantages of domestic cleanliness where such trouble need not be anticipated.

One may ask oneself what effect on the incidence of Enteric fever may be expected from the introduction of water closets into houses occupied by people of European race and habits?

Assuming that the water supply, sewerage and domestic plumbing are perfect, would these water closets lessen the prevalence of Enteric fever?

I think that the chances of the contamination of food would remain as at present unless the water closets were extended to the servants' quarters. The usual commode in the bath-room of an European house is well protected against flies by covers, but it usually happens that the servants' latrine with its open night soil pan is close to the kitchen and pantry.

The introduction of water closets in European houses will naturally be convenient to the occupiers and will undoubtedly obviate some of the unpleasantness inseparable from the common system, but unless the dry system for servants be also banished neither the smells at the night coolies' visit nor the chance of infection from these servants' latrines will disappear; in fact the Sanitary condition of the houses will be little if any improved.

It is too much to expect that no water main or sewer should ever be in need of repair, but if one can be assured that these are as sound as honest work and efficient supervision can make them I see no general reason to refuse to permit water closets in houses suitably situated and occupied provided that sufficient water is always obtainable and no nuisance will occur at the point of ultimate discharge of the sewage.

RUSSIA AND FAR EASTERN TRADE.

The Russian Commercial Attaché at Peking has returned home from the Far East and will remain in Russia for some time with a view to assisting commercial interests there in developing trade with China and Japan. In an interview with a commercial deputation recently he stated that, in spite of the fact it is not impossible for German goods to find their way to China, there has been no increase in the exports of Russian products to that market. This is due, he thinks, to German merchants being in possession of large stocks and to imports from England, France, and America continuing undisturbed. There has been no improvement in the Chinese demand for Russian plants, printed, or dyed cotton goods. There is a very brisk demand for enamelled iron goods of all descriptions, but Russian goods appear to be unable to take advantage of it, partly owing to unsatisfactory transport facilities, and partly to their limited production. Japan is said to be participating in an increased trade with Russia, and quite a large number of Government contracts for war material and clothing have been placed with Japanese firms. It is doubted, however, whether any permanent increase in trade will result, for it is thought that the quality of Japanese goods will be too low for Russia's normal requirements. Japan's endeavours to develop more quickly as a commercial nation, and shut out foreign manufactured goods of all descriptions, is also against mutual trade relations.—*Manchester Guardian*.

A Malta correspondent writes:—I have heard what I should call two "gays" were it not that yams are not wholly true, whereas the truth of my facts cannot be questioned; I have the first authority for what I tell. When the *Ocean* was sinking there was beside her a destroyer, which I fear, I may not name. A Turkish shell hit the destroyer's side, and a stoker seeing the mischief as quick as lightning thrust into the breach that bulky part of his anatomy for the reception of which civilised man has devised the chair. The inrush of water was stopped, and the stoker grinned at his own ingenuity. He maintained his position until mats were adjusted outside, and the destroyer was safe.

INTIMATIONS

LANE, CRAWFORD & Co.

SOLE AGENTS FOR

SPALDING'S ATHLETIC GOODS.

EVERY REQUIREMENT FOR GOLF.

SPALDING'S "GOLD MEDAL" CLUBS.

DRIVERS AND BRASSIES

PRICE \$5.50 EACH.

IRONS

PRICE \$4.75 EACH.

R. FORGAN'S CELEBRATED CLUBS.

MADE AT ST. ANDREW'S.

DRIVERS AND BRASSIES

PRICE \$4.00 EACH.

IRONS

PRICE \$4.00 EACH.

TAYLOR'S AUTOGRAPH CLUBS.

ALL MODELS.

PRICE \$3.50 EACH.

LADIES' AND LEFT-HANDED CLUBS.

STOCKED IN ALL MODELS.

GOLF BALLS. CADDY BAGS. CLOCK GOLF GOLF PAINT. TEES. CAPTIVE GOLF, ETC.

JUST ARRIVED: NEW CONSIGNMENT OF SPALDING'S G. M. TENNIS RACKETS.

LANE, CRAWFORD & CO.

[2]

BEFORE LEAVING FOR HOME

ON A HOLIDAY

ORDER THE

"HONGKONG WEEKLY PRESS"

TO BE SENT TO YOU, AND SO

KEEP IN TOUCH WITH THE FAR EAST.

ALL THE NEWS OF THE WEEK FULLY RECORDED.

INCLUDING THE MOVEMENTS OF THE LOCAL MARKETS.

24 PAGES!

[24 PAGES!]

[24 PAGES!!!]

KEROSENE.

WHAT Oil do you get? and what do you pay?

Probably you tell your boy to get just "Oil" from the Compradore. Why not tell him to get

"FISH" OR "CROWN"?

It is just as easy, and you will be certain to get something good. Besides, you will pay less.

THERE IS NO BETTER OIL THAN

"FISH."

Packed in cases. Price \$3.75 per case.

THE BEST OIL FOR ORDINARY HOUSEHOLD USE IS

"CROWN."

Packed in naked tins without case. Price for

2 tins, \$3.50.

KUI YICK & Co.

73, Queen's Road West.

Hongkong, 7th June, 1915. [726]

ON SALE

HONGKONG HANBARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1914.

REVISED BY THE MEMBERS.

PRICE \$5.

Daily Press Office.

Hongkong, 25th February, 1915.

FRENCH LESSONS

G. MOUSSION,

14, MORRISON HILL ROAD.

[597]

NEW CARTRIDGES.

BY popular English Manufacturers in all Bore and Sizes.

SMOKELESS POWDER and CHILLET SHOT. From No. 10 to 888G. at \$5.47 and \$7.50 per 100. SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co.

Hongkong, 4th February, 1915. [509]

ON SALE

A TABLE OF THE RATES OF EXCHANGE AT BOMBAY For Demand Drafts on London on the day of or preceding the departure of the

English Mails; also Table of the Yearly Approximate Average for 36 years, FROM 1874 TO 1909.

PRICE \$2 CASH.

On Sale at the DAILY PRESS Office or Local Bookellers.

THE WAR.

CROWN PRINCE AGAIN DEFEATED.

FUTILE ATTEMPT TO BREAK THROUGH.

BRITAIN'S GRATITUDE TO SOUTH AFRICA.

COMPULSORY SERVICE.

LORD LANSLOWNE ON REGISTER BILL.

AMERICA AND THE GERMAN REPLY.

FRANCO-BELGIAN FRONT.

GERMANS DECIMATED.

SUCCESSFUL AEROPLANE RAID.

Paris, July 15th, 5.35 p.m.

To-day's communiqué states that the Germans attempted a desperate attack on the Labyrinth under the protection of a curtain of fire. The assailants were decimated and completely thrown back. The communiqué adds that there has been fierce grenade fighting in Argonne, and a German movement in the Vosges was defeated.

A squadron of thirty-five aeroplanes, despite a gale, threw 171 large bombs on a German strategic railway at Vigneulles-les-Hattonchats, serving both the region of Calonne and the forest of St. Apremont. The most important supplies were concentrated there. All the aeroplanes returned safely though vigorously shelled.

FAILURE OF CROWN PRINCE'S ARMY.

ANOTHER ATTEMPT TO BREAK THROUGH IN ARGONNE.

Paris, July 14th, 1.40 a.m.

The evening communiqué says: The enemy bombarded the British and French lines in Belgium and north of Arras with asphyxiating shells.

The Crown Prince's Army, in great strength, resumed the offensive in the Argonne, and suffered a fresh defeat. Vigorous counter-attacks at points where our line momentarily yielded arrested the enemy's progress, and drove him back.

GENERAL.

COMPULSORY SERVICE.

LORD LANSLOWNE'S SIGNIFICANT STATEMENT.

London, July 14th.

In the House of Lords, moving the second reading of the Register Bill, Lord Lansdowne said—If compulsory service ever comes the Register will greatly assist its introduction and will shorten the interval between the decision to resort to compulsion and its application. In the last few months the stream of men has been flowing in much more rapidly and in great volume. Then there came the stream of munition workers. But before the war is ended the case may be reversed. It is impossible to say whether we shall bring the war to its proper conclusion without compulsion. Then we shall be better off with the Bill than without.

The Bill was read a second time.

BOMBS IN STREAMERS.

MORE "KULTURED WORK" IN AMERICA.

New York, July 13th.

The authorities are investigating a conspiracy to place bombs in steamships. Detectives are watching piers where munitions are being loaded. Arrests are expected of leading German-Americans, who organised the placing of bombs in ships.

[BRITISH FOREIGN OFFICE CABLE.]

FRENCH MINISTER OF MUNITIONS IN ENGLAND.

Mr. Albert Thomas, French Minister of Munitions, has paid a few days' visit to London and had long conference with Mr. Lloyd George. Being interviewed, he said his object was not to discuss a policy upon which Mr. Lloyd George and himself were in complete agreement, but certain matters of details which could best be settled by personal talk.

In reply to a question as to rumours that there is a certain amount of dissatisfaction in France with the efforts put forward by Great Britain, he answered that there was not a word of truth in it. The most perfect understanding existed between the Governments of the two countries and were the struggle long or short, they were together ready to double, treble, quadruple and if necessary increase tenfold their output of munitions of war.

THE NATIONAL REGISTER.

Mr. Walter Long has asked the local authorities to be ready to take a national register of those fit for service of various kinds in the second week of August. The Bill authorising this passed both Houses with practically no opposition.

BOTHA'S GREAT SUCCESS.

There is great rejoicing over General Botha's capture of territory as large as Germany and the centre of German intrigue in South Africa. Congratulatory telegrams were sent to General Botha by Mr. Bonar Law (Secretary of State for the Colonies), Lord Kitchener, and the Governor-General of Australia.

HOW GERMAN PRISONERS ARE TREATED.

A letter, dated June 14th, and published in the *Forward*, has aroused some interest. A German interned at Fifth Hill Camp, Surrey, writes speaking of the almost ideal surroundings, humane treatment of the military, and of the food as being simple but nourishing and plentiful.

CANADIAN PREMIER IN ENGLAND.

Sir Robert Borden, Premier of Canada, has arrived in England. Commenting on the situation, he said our resources were abundant, but we suffer from lack of preparation which in itself is complete evidence that this Empire menaced no other Power and desired peace. His visit is for the purpose of consulting with the British Government, inspecting certain matters of importance in connection with the war, and to visit the Canadian contingent. The spirit of the Canadian people, he said, is expressed in the resolve that so much sacrifice by the peoples of the Empire would not be in vain if only it accomplished that a barbarous and merciless militarism should no longer be permitted to overshadow humanity.

[THROUGH REUTER'S AGENCY.]

WOUNDED INDIANS.

HOW THEIR COMFORT IS ASSURED.

London, July 13th.

The Official Press Bureau has issued a long description of a two days' visit of Mr. and Mrs. Austen Chamberlain to the Indian hospitals at Brighton. Mr. Chamberlain minutely inspected all the arrangements, especially those for the feeding of the wounded men, which are most elaborate in view of the requirements of the various castes. These are assured by the Caste Committees, who watch all details.

Mr. Chamberlain told the Sepoys shortly returning to India, cured, but invalided home, of the welcome awaiting them in India, and of the arrangements for their return to their homes. He also announced that an establishment would be provided for the supply of artificial limbs. The patients were greatly cheered by the reports received of the reception of their comrades in Bombay, of comfortable hospital trains provided to take them up country, and of the warm-hearted crowds at the railway stations.

GERMAN INTRIGUES IN PERSIA.

London, July 13th.

Reuter learns that the Persian Government has stopped a caravan under the German agent, Dr. Pugin, which had started from Isfahan for Meshed, while Swedish gendarmes disarmed a number of Austrians who accompanied him. Wassmuth, the German Consul agent at Shiraz, has been recalled to Teheran.

[THROUGH REUTER'S AGENCY.]

BOTHA'S GREAT TRIUMPH.

TRIBUTE TO BRITISH RULE.

London, July 13th.

The triumph of General Botha is discussed in several foreign newspapers, which agree that it testifies to the solid foundation and construction of the Empire, based on free institutions.

EMPIRE'S GRATITUDE AND ADMIRATION.

London, July 14th.

In the House of Commons Mr. Asquith, with the solemnity customary on great occasions, moved a resolution of admiration and gratitude to South Africa. The members of the House listened with the most intense interest, their stolidness being broken by frequent outbursts of warm applause.

After emphasising the leading features of the Union campaign, Mr. Asquith said—I ask the House at this earliest opportunity to testify the admiration and gratitude of the whole Empire—(cheers)—to that illustrious General, who is also Prime Minister of the Union, who has rendered such an inestimable service to the Empire, which he entered by adoption, and of which he has become one of the most honoured and cherished sons, and to his dauntless and much enduring troops, whether they be Burgher or British birth, who fought like brethren side by side in a cause equally dear to us, broadening the bonds of honour and liberty. (Prolonged cheering.)

Mr. Bonar Law, in seconding the resolution, said that the parts played by the Overseas Dominions came as the greatest of all surprises to the enemy. From every part of the Empire great Armies had come entirely of their free will, not merely to help us in our quarrel, but to participate in what they regarded as their quarrel. (Prolonged cheers.)

No resolution ever submitted to the House secured greater support.

CANADA'S QUOTA.

GERMANY'S MISCALCULATIONS.

London, July 14th.

At a luncheon at the House of Commons in honour of the Prime Minister of Canada (Sir R. L. Borden), Mr. Bonar Law, proposing the toast of "Canada," said that Britain was proud of what Canada and the Colonies had done, and he hoped that one result of the war would be to weld the Empire in unbreakable bonds.

Sir R. L. Borden said that four days before the outbreak of war he telegraphed the Imperial Government to the effect that if war broke out Canada would regard it as her own. (Cheers.) The resources of the Empire were abundant, almost unlimited, and he had no fear of the future. The whole Empire was prepared to take its part. He dwelt on the miscalculations of Germany about the Empire, which to-day was more strongly united than ever, ready to fight to the death. South Africa, with the heroic figure of General Botha in the conquered German Colony, was a real picture of what the Empire was. When peace came there would be complex problems for the consideration of the Dominions, but doubtless they would find wise and great solutions.

THE SOUTH WALES MINERS.

MR. LLOYD GEORGE'S FIRM STEP.

London, July 13th.

The delegates at Cardiff have frequently refused to listen to their own Executive. The latter's recommendation to continue work on day to day contracts for take a ballot of the miners was rejected. The Secretary, Mr. Richardson, afterwards stated that now everything would depend on the Government's action.

LATER.

Mr. Lloyd George, in connection with the South Wales miners' disaffection, announces that a Proclamation will be issued to-day under the Munitions Act, making it an offence to participate in a strike without previous arbitration.

SIR EDWARD GREY.

London, July 13th.

Sir Edward Grey was at the Foreign Office yesterday wearing smoked glasses, but his sight has markedly improved.

[THROUGH REUTER'S AGENCY.]

BRITISH WAR LOAN.

NEARLY £600,000,000 SUBSCRIBED.

London, July 13th.

In the House of Commons, Mr. McKenna (Chancellor of the Exchequer) said that the total subscriptions to the War Loan now amounted to nearly £600,000,000. The papers had mentioned £800,000,000, but that was neither expected nor desired by the Government. He said that 550,000 subscribers contributed £570,000,000 through the Bank of England, and 547,000 persons subscribed £15,000,000 through the Post Office. He was not yet able to give figures of the small sums.

Mr. McKenna emphasised that £600,000,000 represented new money alone, without conversions. The results were all the more remarkable as the subscriptions were almost exclusively of money which was immediately available, as the people at present were unable to sell their securities. It was an exhibition unrivalled in the financial resources of the Empire, and was a demonstration to our Allies and to our enemies that Great Britain had proved faithful to her trust.

AMERICA AND GERMANY.

A CRITICAL SITUATION.

Washington, July 13th.

In view of the critical character of the situation between Germany and the United States, the latter's reply is being carefully and deliberately considered. Intimations from White House point to America demanding such a definite statement concerning Germany's attitude as to determine whether relations can be continued.

CHINESE TELEGRAM.

[FROM OUR OWN CORRESPONDENT.]

THE TSINGTAU CUSTOMS.

Peking, July 14th.

Japan has intimated her willingness to consent to the Customs at Tsingtau being managed there in the same way as previously under the German régime, but asks for the retention of Japanese Commissioners there. Negotiations are proceeding.

MACAO NOTES.

[FROM OUR OWN CORRESPONDENT.]

July 13th.

THE REPRESENTATION OF THE COLONY AT LISBON.

The Colony will soon be called upon to elect those who are to represent them at Lisbon—one Senator and one Deputy. There are two candidates in the field for each position. For Senator there is Dr. Goncalves Pereira, who resides in Lisbon, and Dr. Cezar d'Andrade, a resident of Macao. The candidates for the post of Deputy are Dr. Leitao and Lieut. Villalba.

BOUNDING UP BEGGARS.

Sr. Ferreira, the Administrator, is to be congratulated upon taking steps to round up the crowd of beggars infesting the Colony, deporting those who do not belong to Macao and sending those who do into the Chinese hospital. This is an institution which should do a great deal more for the Chinese community of the Colony than it actually does. Now that the Government has forced the Hospital to receive these beggars, it is to be hoped that the Government will also see to it that the Hospital keeps them and provides them with food and clothing.

DIRTY MARKETS AND DIAPYRAMED STREETS.

We have many markets in Macao. Some are municipal markets rented from the Senado; while others are privately owned. Many are clean and well-managed, as markets should be; and some are not as clean as they ought to be. There is one in Praia do Manduco to which the attention of the municipal authorities might be specially directed. The street is not more than about two metres wide and some more than a metre high. It was begun there many months ago and never completed has made the street a heap of ruins. Yet it is a much-used route from the Praia to the central portions of the town. It would greatly improve matters if the Government would entirely open the Pateo de Pileto, and encourage the building of rows of good-class houses in the thoroughfare.

THE SANTA CASA DA MISERICORDIA.

The following gentlemen have been appointed to compose the Committee of the Santa Casa da Misericórdia for the year 1915-1916:—Provedor, F. J. Rodrigues; Members—J. C. Vidigal, A. A. Cabaco, J. M. Lopes, and A. M. de Silva. The first three members were appointed by the Government and the remaining two were elected by the members of the Santa Casa.

ANOTHER NEWSPAPER.

Macao is this week to have a second weekly newspaper. It will bear the name of *Oriente Português*.

SWATOW NOTES.

[FROM OUR OWN CORRESPONDENT.]

July 10th.

INTERESTING MILITARY REGULATIONS. Our new Government officials are going ahead. We wish them much success. Both civil and military have issued decrees and proclamations of like import. A list of new military regulations is interesting as giving outsiders an insight into the ramifications of native customs and temptations open to the common soldier. It is something new to have Chinese soldiers submitted to strict discipline. We always knew that the Chinese regarded the soldiers as a byword for what was vicious and dissolute. As usual each regulation or instruction is prefaced by "do not" or "be not." What the soldier must "not do" is seldom relieved by what he "should do." The new regulations are divided into two sets. To one set is attached various degrees of punishment, to the other punishment by death. Of the former there are regulations against brawling; exacting goods by force; smoking opium and gambling; reckless waste and lawlessness; interference with the military in any way; preventing tax collectors; leaving barracks without orders; contempt of officers' orders; rudeness to women; deceiving people; absent at roll call; blackmailing. Punishable by death are the following: Refusal to obey orders; joining issue with brigands; espionage; giving false information; tempting fellow soldiers; spreading disaffection; stealing arms; setting fire to houses without orders (a very common practice); rape; in league with illegal societies; robbing. If these regulations are put into force the career of the soldier will rise in the public estimation.

THE "THORNS AND BRIARS." The new Dantai has had a very good reception, and he has immediately set about seconding the General in bringing to book all the old discharged soldiers who are still the most disturbing element in our midst. They are, as the natives say, the "thorns and briars" that meet them wherever they go. The district is being gradually got rid of them and villagers and travellers are abundantly thankful.

A CHINESE DE WET. A noted brigand of the name Chin Tshin-li has been run to earth. He is a native of Kitzang county. This man has had a wild and exciting career—often running big risks and having hairbreadth escapes—slipping like De Wet, but like De Wet captured at last. Both of the late officials who died recently offered rewards for him dead or alive. The secrets of his movements were known to a spy who gave the necessary information to the police. He was traced to his den, where he was seized and immediately beheaded, in case his followers should rally and effect his escape. This is certainly a rough and ready method of dealing with this dangerous person. He named himself Ta Sien-fung (Chief Pioneer).

SOLDIERS AND OPIUM. I fear one's respect for the Chinese soldiers does not improve with increased knowledge of their conduct. It was known to the authorities of a county town that a certain man was going to a certain market place on a certain day to buy opium. Soldiers followed on his track and waylaid him. On his return journey he was met by the soldiers, who immediately deprived him of his opium, setting himself free! They knew quite well what to do with the opium!

A NEW EPIDEMIC. In three Chinese provinces permission to buy opium is given. These three are Kwangtung, Kongsai, and Kongsai, and in Kwangtung I have heard it said that anyone in the event of suffering pain or illness may procure the drug. The remark was made, "Half Kwangtung will fall ill then!"

A MODERN "WISE MAN" OF CHINA. In one of our magistracies there happens to be an officer whose hobby it is to paper his judgment hall with scrolls on which are written excellent exhortations to good conduct and exhortations to the people to live at peace with each other. Fellow clansmen always leave each other. Exhort one another to husbandry. Pay your taxes in due time. Never enter into lawsuits. This magistrate outrivals Chu Pak Lao, the ancient wise man of China.

TENNIS LEAGUE.

H.K.C.C. v. UNIVERSITY.

The matches postponed from Saturday, July 3rd were played yesterday on the former's ground.

Score:—H. Hancock and Hewitt (H.K.C.C.) lost to Wei Wing Lok and Yung Hin Lun 6-4; beat Ng Sze Kwong and Ng Sze Cheung 8-3; beat A. H. Rumjahn and Ho Wing Kin 11-0. Murphy and Cary (H.K.C.C.) beat Wei Wing Lok and Yung Hin Lun 8-3; beat Ng Sze Kwong and Ng Sze Cheung 7-4; beat A. H. Rumjahn and Ho Wing Kin 8-3. Hall and Moss beat Wei Wing Lok and Yung Hin Lun 7-4; lost to Ng Sze Kwong and Ng Sze Cheung 5-6; beat A. H. Rumjahn and Ho Wing Kin 10-1. H.K.C.C. 99 games; University 39.

ASTOUNDING FEAT OF AN AIRMAN.

UNRECORDED INCIDENT OF ANTWERP RAID.

—Some little time ago it was mentioned in an official note from the Admiralty that two officers in the Naval Air Service had done considerable damage to the Cockerill Wharf at Antwerp, where the Germans have been constructing or assembling large submarines.

Beyond the fact that damage was done on a certain number of German soldiers killed, nothing was known of the details of this performance. The other day a friend of mine came across a Belgian mechanic, who was actually in the Cockerill yard at the time and saw the whole performance, writes Mr. C. G. Grey, editor of the *Aeroplane*.

This man says that the aeroplanes appeared quite unexpectedly, and that one of the officers did a most astounding piece of flying.

At the yard there is a lofty steel arch stretching across some of the erecting sheds, the way to the dock, which carries a travelling crane for lifting heavy weights.

In order to reach the particular sheds which the young flying officer was being done, the young flying officer dived clear underneath the arch, shot through it only fifteen or twenty feet above the roofs of the sheds, and accurately planted his bombs as he did so.

He then shot up to a fair height, and could apparently have got easily away before the surprised German soldiers could turn anything like an effective fire on him.

MADE OFF UNHURT.

Instead of doing so, however, he slowed round, and, spotting an open space in the yard where a large-number of troops had assembled and a soldier firing at him, he dived to an elevation of about a thousand feet and dropped another bomb or two in the midst of them, with the result that about thirty or forty were killed or wounded. After this he made off apparently unhurt.

The Belgian mechanic could not identify the officer who accomplished this daring piece of work, and official despatches do not tell us, but, of course, the Naval Air Service headquarters know, and no doubt the officer's action will be recognized in due course.

Officers do not always have the luck to reach their objective so effectively as in this case.

Recently word was brought in to a certain place at which some of our aeroplanes were stationed that a Zeppelin was anchored a few miles away, and was just on the point of starting.

Reconnaissance by another aeroplane carrying a young and enthusiastic, if somewhat inexperienced, observer confirmed the news, and a senior officer, who has already won considerable reputation as a bomb-dropper, went out full of desire to destroy it.

When he arrived there he found that the alleged Zeppelin was one of the common German kite-balloons squatting on the ground with its nose cocked up as is the habit of these animals when not actually in the air.

However, as it was a military weapon of some potential malevolence, he dropped a couple of bombs, which burst quite close to it, and did some damage they did to the crew of the balloon, but he could not tell, but he said that the balloon itself curled up and flattened out on the ground just like one of the india rubber "dying pigs" which are so popular among children of all ages.

GIRL SOLDIER.

ITALIAN PATRIOT FOUND OUT:

Signorina Luigia Cinippi, a young school-mistress of Moncioni, in the Val d'Arno, near Florence, was the first Italian woman to bear arms in this war, and her discovery has prevented her from using them against the Austrians. She is little more than twenty years old, of medium height, well educated, and, up to quite recently, had a beautiful chestnut hair, which she sacrificed to be able to join the Army. The war drama which was played in Italy in May ripened in the girl's plan which she carried out. Rejected as a hospital nurse, under the pretence of going to see a relative she went to Florence. She purchased a uniform and entered the St. George's Barracks with some Volunteers. She carried there equipment—70lb. or 80lb. in weight—without any sign of fatigue, drew her evening ration, and ate it with a good appetite. It was only when the troops were well on its way to Bologna that her comrades suspected she was a woman owing to the smallness and whiteness of her hands.

The rest of the story tells of a depressed and disappointed woman returning home and of her enthusiastic reception by her friends and acquaintances. She may be appointed to a military hospital after a preliminary training.

SAVED FOR A FAMILY'S SAKE.

A touching little anecdote, which might serve as a text to a recruiting speech in England, is reported in a letter from the front to the *Depeche Vosgienne*.

A French soldier fell wounded close to the parapet of his trench. All around him the ground was being flaked into dust by a hail of German bullets. The injured man made a painful but ineffectual effort to crawl the few yards that separated him from safety. His strength failed, and he lay exposed almost to certain death. As a last resource he called to the trench for help.

Not a head showed above the parapet owing to the intensity of the German fire. But a voice answered his appeal. "Are you married?" asked the unseen soldier.

"Yes," answered the wounded man.

"Three children?"

"Name the reply with a groan. "Right, then, I'll come," rejoined the soldier in the trench.

A moment later a young man sprang over the parapet into the bullet-swept open and flung himself down between the wounded soldier and the enemy. "You shall see your three children again," said the rescuer as he began to push the other towards safety. "I have only my own skin to lose."

Major-General Bertram, chairman of the Canadian Shell Committee, in an address at Toronto declared that Canada could manufacture 10 times the quantity of war munitions now being made in that country. He blamed the British authorities for lack of orders and said that, at present, Canadian foundries were easily taking care of £24,000,000 worth of ammunition and a much greater quantity.

A NATION IN ARMS. THE EXAMPLE OF SWITZERLAND.

DEMOCRACY OF FIGHTING MEN

[FROM "THE TIMES" SPECIAL
CORRESPONDENT.]

NEUCHÂTEL.

Even at this hour, in spite of the magnificent example of a large part of the manhood of our nation, there are still, it seems, enough influential personalities in England, backed up by a flimsy dead-weight of uninformed public opinion, to delay still longer the institution of compulsory military service. It is, say these gentlemen, unnecessary; it would cost too much; it would do away with the precious British birthright of personal freedom; it would be undemocratic; it would lead to militarism; and, finally, in conclusion (and most triumphantly and foolishly and falsely of all), the country would never stand it.

The whole of these objections, with the exception of the first and last, are demonstrably untrue; they have been practically disproved once for all by the Swiss Army, and the Swiss nation. The other two—that the country does not need compulsory service and would not in any case stand it—only time (and perhaps disaster) can test. To most people on this side of the Channel it is a source of perpetual amazement that we should wait for that time and run the risk of that disaster, instead of taking the matter into our own hands while we still have the opportunity. You want, they will say, every man you get if you are to win this war. Yet your Government actually has to advertise for soldiers—unless that is only another German lie. If it is true, then in the name of common sense what are you about? Why does not your Government compel every able-bodied man you have to join in the defence of his country? The whole system of the modern State is based on compulsion. If you glory (to take a simple English example) in the playing of compulsory games at your public schools, why object to the far nobler and more necessary discipline of compulsory service for the State?

This question which for various reasons and from different points of view is being asked all over the Continent—in hostile and scoffing Germany no less than in friendly France and neutral Switzerland—can only be answered in England. But it seems to me that the case of Switzerland is apposite to the discussion.

SPEED IN MOBILIZATION.

"Tout Suisse doit le service militaire." This sentence, which I take from Colonel Egli's excellent book on the Swiss Army, has been the root-principle of Switzerland's military system for centuries (as it once was in England), though it is only since the reorganization completed in 1912 that the army has been brought to its present high state of efficiency. The results of this reorganization are remarkable. At the beginning of the war Switzerland, this little nation-in-arms of less than four million inhabitants, had completed the mobilization of her army before other Germany or France. In the first week of August she was able to post on her frontiers over a quarter of a million fighting men, well armed and well-drilled—a much bigger force than Great Britain, 13 times her size, was able to concentrate in Belgium at a much later date—simply and solely because she has compulsory service. Since then her troops have had seven months' hard training in war conditions, and are a far more formidable force than they were a year before.

The striking force of the Swiss Army consists of about 300,000 men, divided into the Elite (20 to 32 years), the Landwehr (33-40), and Landsturm (40-48), which number respectively 117,530, 108,911, and 68,000 men; the supplementary services (men of from 20 to 48, who for various reasons are not "bons pour le service"), number 205,000, and the total of the whole army is just short of half a million, or one-eighth of the entire population. The longest periods of training are given through in his first year of service—65 days for the infantry, 75 for artillery, and 90 for the cavalry—besides which there are compulsory courses in shooting. The Elite, that is to say, the younger men, do seven other annual trainings of 11 days each (14 days in the artillery) before passing into the Landwehr, when they are called out for 11 days every four years; the Landsturm are only called up in time of war.

The main interest of these figures for Englishmen is that the periods of training, though not comparable with those of our Regular Army or the armies of France and Germany, are far longer and more rigorous than is the case with our Territorials. Swiss compulsory service implies, therefore, a certain amount of sacrifice. But it is a willing sacrifice (without which compulsory service is slavery), for the Swiss are free men. It is also a service of honour. They are proud of it, as they are of their country.

OFFICERS FROM THE RANKS.

Men convicted of grave offences are not allowed to join the army, and officers and men whose private life is unworthy of their rank and standing are Court-martialled and dismissed. It is a universal service, in the sense that every man who is not accepted in his 21st year for physical or other reasons still forms part of it; he pays a tax of 5s. and an additional income tax of about 4d., which goes to the Army Budget; the proportion of men accepted out of those who present themselves varies from about 52 to 64 per cent. Next, it is the strictest sense of democratic service. Every would-be officer starts as private with the ordinary commissioned and non-commissioned ranks; it is conditional on four years' service in each rank. Although officers naturally have to do more work and go through longer courses of training than the men, instances of shirking in order to escape promotion do not occur. On the contrary, all through the army both officers and men do a large amount of extra voluntary of the service (there are no Generals in the Swiss Army except in time of war) due to this system of promotion from the ranks has this further great advantage, that it does away with all

danger of militarism, which—always springs from antagonism between the people and officers as a class; in Switzerland officers as well as men either belong or feel that they belong to the people, and there is consequently no friction between them. The Swiss compulsory service is also a service of physical training. It is preceded, in all cases, by compulsory gymnastic training in all the schools and by a large amount of voluntary gymnastics and voluntary drill and shooting, which last is partly the cause of the high standard of marksmanship throughout the Swiss Army. But apart from the practice of shooting (which is encouraged, while at the same time mobilization is quickened by the fact that every soldier when he is not out training keeps his rifle and his equipment in his own house) the institution of annual trainings tends to produce a high state of physical efficiency throughout the nation.

Between the ages of 20 and 30 the young Swiss soldier gets a regular yearly period of hard exercise in the open air at the cost of the State; that is obviously a much better thing for him than the scanty and generally misused holiday which the London City clerk has to pay for out of his own pocket.

AN INEXPENSIVE ARMY.

Finally, the service is a comparatively cheap one. It does not "cost too much." Switzerland spends on her Army 11f. (8s. 10d.) per head of the population, and 23f. (18s. 5d.) on public education. Germany, on the other hand, spends 23.5f. per inhabitant on the Army and 7f. (5s. 6d.) on the rudiments of Kultur. The composition and organization of the Army are thoroughly modern and complete. The infantry (traditionally known as Fusiliers and Carabiniers, but for practical purposes divided into field and mountain infantry) are the main arm. The cavalry consists of Dragoons and Guides. The Guides are brigaded with the divisions; the Dragoons form independent divisions under the direct orders of the Commander-in-Chief. The field artillery (four guns to a battery) consist of 75's and 120's (howitzer); the mountain artillery of 75's (1800 model), and the heavy artillery of 120's, firing a shell of 18 kilograms (about 39lb.).

There are six divisions in the Army, each of which can be worked as a separate unit. The first consists entirely of French-speaking Swiss, recruited from the cantons of Geneva, Valais, Vaud, and Neuchâtel. In the second division three-quarters of the men are French-Swiss, from Fribourg, Neuchâtel, and the French Jura; the rest are drawn from the Bernese Jura. The 3rd, 4th, and 5th Divisions consist entirely of German-speaking Swiss, and come from the cantons of Berne, Lucerne, and Soleure, Basel, Argovie, and St. Gall, and Zurich and Schaffhausen. The 6th (Italians and Romansh) is recruited from the Tessin, the Grisons, and St. Gall. At the beginning of the war all six divisions were mobilized. At the present moment only the 2nd, 4th, and 6th are under arms.

That is the answer to those who consider that compulsory service would be too expensive a luxury for Great Britain; a highly effective Army of half a million men at an annual cost of £1,760,000, because she knows her existence depends on it. The service is the same for all, and therefore a handicap for none. It is highly democratic, and does not lead to militarism. It interferes neither with the country's social freedom nor with the value of Switzerland's commerce amounts to about £22 million per head of the population, as compared with £21 million in England, and the country not only stands the compulsory system, but regards with pride and affection the Army which is its result.

If England had had by the side of its Regular Army a Territorial Army on the same scale as Switzerland, the war of 1914-1915 (and perhaps 1916) would never have taken place.

£10,000,000 CONTRACT.

BRITISH FIRM'S HUGE TASK
IN AUSTRALIA.

TEN NEW RAILWAYS.

An agreement has been signed between the New South Wales Government and Messrs. Norton, Griffiths & Co. for the construction of public works to the value of £10,000,000 within five years, commencing from July next.

The contracting firm undertakes to finance the works, which will be constructed in accordance with plans and specifications drawn up by the Department of Works, the Government paying 5 per cent. on the cost of construction, paying for the land, and providing all materials.

The works embrace ten railways, including the new Sydney line, two water conservation schemes and harbour works, and the enlargement of the main canal of the Murrumbidgee irrigation area. The current award rates will be paid to employees. The firm also undertakes to underwrite and assist the Government to raise certain loans required periodically.

Provision is made with reference to disputes and arbitration, the Minister of Works retaining the right to cancel the agreement so far as it relates to any particular work found by arbitrators and an umpire to be extravagantly performed.

An official inventory issued in Berlin of supplies of grain and flour in Germany shows that they are abundant, says an Amsterdam message dated June 4th. The maximum prices previously fixed for bread and flour have been lowered by one-seventh.

FORTHCOMING EVENTS.

Tuesday, 20th July:—
Non-Hongkong Jockey Club Extraordinary General Meeting.
Thursday, 22nd July:—
4 p.m.—The Association of Exporters and Dealers of Hongkong, Annual General Meeting in the Chamber of Commerce Room, New Government Building.
4.30 p.m.—The Association of Exporters and Dealers of Hongkong, Extraordinary General Meeting in the Chamber of Commerce Room, New Government Building.

THE WAR SCENES IN
GALLI POLI.

ON A TURKISH TRANSPORT.

UNLOADING STORES.

The London Daily Telegraph of the 15th ult. published the following from a special correspondent:—

GALLI POLI, July 23rd.

Out of the west comes the rumble of distant guns. Salvo follows salvo with a clocklike regularity that bespeaks a task belonging more to unending routine than to the spontaneity of war's drama. When the sun sets this echo of war ceases. The quiet of a deserted city settles over all.

Last night I left Constantinople in a hundred-ton Bosphorus freight boat. Our cargo was stowed and ready before sundown, but the fear of restive submarines that haunt the Sea of Marmara stayed our sailing until near midnight. We carried—bread, cigarettes, and—barbed wire, which I have come to consider the staples of war. A half moon silvered the dome of the Mosque of Seven Minarets, and turned the phosphorescent waters of the Golden Horn into a path of diamonds as our paddles churned them into foam.

Past Scutari Point leaving Pera, a faint seraglio of twinkling stars, behind us, we plunged into the dark opening of the Sea of Marmara. The picture astern was a true page from the Arabian Nights, with Stamboul's minarets in the moonlight, and howling flocks of vultures, and hares, and the power of modern war. Here was a scene of modern war. Eight towering chimneys belched forth vast clouds of smoke and flame, that told of the frantic struggle going on to keep up the supply to feed the furnace of death. Now, out from the hold, came twelve Turkish soldiers, carrying their guns at the ready. These take stations along the starboard and port rail, six on each side. They strain their eyes over the waters searching for the dread submarines. To their excited imaginations every periscope is a periscope. Time and again they fire into the flood, the crack of their rifles tending to quiet their apprehensions. Though I searched for hours through my glasses I saw nothing that could have warranted this waste of ammunition.

WATCH FOR SUBMARINES.

Spreading a blanket on the paddle-box, I got some sleep in the pause of the firing. Next morning's sun found our ship well out in the broadest part of the Sea of Marmara. The guard was still posted on the watch for underwater craft, but they shot more infrequently now. The green fields of the peninsula appeared like a panorama to starboard as the paddle-wheels held to their regular throbbing. This section of the country is far from desolate. Every acre is cultivated; roads wind in and out along the shore, and windmills crown the crest of the ridge of Gallipoli. Where the sea pushes into the land, forming a bay, a town is always found. In each case the salient feature is a sky-piercing minaret. At fixed points along the road a white-washed camp is grouped. These shelters for soldiers gave the landscape a resemblance to fields of mis-shapen mushrooms.

It is a long sail before the Sea of Marmara begins to narrow. In the late afternoon we come abreast of Gallipoli. The land comes down to the sea in a high cliff, shaped like a badly-cut loaf of bread. A white lighthouse tops the cliff, and into its sides run deep caves. Here the population found shelter during the bombardment. The largest one was appropriated for the headquarters, and another sheltered the telegraph station.

A curious feature is provided by large black and white signs erected here and there over many of the buildings of the town. These are to indicate neutral property. How the owners hoped that the gun-pointers in the ships in the Gulf of Saros would see these signs I cannot explain. The fact that several neutral structures, including a base hospital and a mosque, were hit, impelled Enver Pasha to send twenty-five French and twenty-five English civilians from Constantinople to be housed in different buildings. The detail of food and blankets for these hostages did not enter the Turkish mind, so for six days they subsisted at the expense of Mr. Philip, secretary of the American Embassy, who accompanied them officially. Finally, ambitious Enver was persuaded from his plan of reprisals, and the hostages were returned to their homes, with no casualties.

THE FIRST BOMBARDMENT.

The mosque is a blackened mass of ruins, and the burnt-out buildings that spot the town show the work of the big English guns. Yet Gallipoli is by no means destroyed. The initial bombardment was justified in so far as the fact that the headquarters staff of the Turkish army was stationed here. At that time it was the base for the troops operating further down the peninsula, and while undisturbed in the sense that no white shell fell it was certainly a legitimate point of attack. No shell has fallen here for some time, and gradually the frightened people are finding their way back to their homes. The base has been changed to a place which I cannot name. Here a camp on the hillside comes to the water of the quiet bay, where some twenty transports lay. It was night again when we reached here. The moon shed its light on the busy scene. Calques, almost spilling boxes of ammunition over their high sides, make trip after trip from ship to shore. The clang of donkey engines and the rattle of chains call a hundred answering echoes from the surrounding hills. Excited tugs snort across the silvered waters, passing from transport to transport. Alone a white barkentine, newly unloaded, is silent. It stands ghostlike in the moonlight.

Dawn is announced by the weird notes of a Turkish trumpet. The fires that glowed before the tents fade with the coming of sunlight. The first rays silhouette the outlines of the age-worn

fortress that tops the ridge. Below on the plain is a caravan of camels. Already Turkish soldiers, in ill-fitting uniforms, are piling box upon box of ammunition on the backs of the desert beasts. The men are as busy as the gnomes in one of Wagner's operas. From our ship, whose shallow draught lets us broadcast into the dock, bread, cigarettes, and barbed wire are unloaded. These are carried to the mounds of stores that rise like breastworks all along the shore.

With the soldiers are a number of civilian workers. These, in their fezzes, red sashes, and multi-coloured clothes, recall the wars of other days, when first the Cross and Crescent clashed. The loaded camels unlimber one leg after another, and soon the train moves on a slow gait out on the winding road. On such another scene as this played the Great Suleiman have gazed when he planted his standard on the fort that still towers above this bay. With the sun well up in the heavens there comes again out of the west, from the ships in far-off Saros, the rumble of distant guns.

WEATHER REPORT.

On the 14th at 11.45 a.m.—Pressure has given way slightly over the Philippines and the China Sea, and increased slightly to moderately elsewhere; it remains highest to the South of Japan, between the Loochoos and the Bonin.

The northern depression is no longer shown, but areas of relatively low pressure occupy S. Manchuria and the central portion of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

DISTRICT.	FORECAST.
Hongkong & Neighbourhood.	(S. & S.E. winds, light to moderate; (fair generally.)
Formosa Channel.	(S. winds, moderate.)
South coast of China between 110° and 115° E. and 20° and 25° N.	(The same as Hongkong and Neighbourhood.)
South coast of China between 115° and 120° E. and 20° and 25° N.	(The same as Hongkong and Neighbourhood.)

CHINA COAST METEOROLOGICAL REGISTER.

14th JULY A.M.

CHINA COAST METEOROLOGICAL REGISTER.							
14TH JULY A.M.							
Station.	Hour.	Barometer at Sea Level.	Temperature.	Humidity.	Wind		Weather.
					Direction.	Force.	
Vladivostok	7 a.	29.61	77	94	—	—	0
Nemuro	6 a.	29.79	—	—	SE	—	0
Bahodate	5 a.	29.67	—	—	NW	—	1
Tokio	5 a.	29.79	—	—	—	—	1
Kobe	5 a.	29.64	—	—	SW	—	1
Nagasaki	5 a.	29.64	—	—	SW	—	1
Kagoshima	5 a.	29.92	—	—	W	—	1
Osaka	5 a.	29.96	—	—	S	—	1
Naha	5 a.	29.96	—	—	—	—	1
Yokohama	5 a.	29.96	—	—	SE	—	1
Shanghai	5 a.	29.96	—	—	—	—	1
Amoy	5 a.	29.96	—	—	—	—	1
Swatow	5 a.	29.96	—	—	—	—	1
Taihu	5 a.	29.96	—	—	—	—	1
Kobe	5 a.	29.96	—	—	—	—	1
Yokohama	5 a.	29.96	—	—	—	—	1
Shanghai	5 a.	29.96	—	—	—	—	1
Amoy	5 a.	29.96	—	—	—	—	1
Swatow	5 a.	29.96	—	—	—	—	1
Taihu	5 a.	29.96	—	—	—	—	1
Kobe	5 a.	29.96	—	—	—	—	1
Yokohama	5 a.	29.96	—	—	—	—	1
Shanghai	5 a.	29.96	—	—	—	—	1
Amoy	5 a.	29.96	—	—	—	—	1
Swatow	5 a.	29.96	—	—	—	—	1
Taihu	5 a.	29.96	—	—	—	—	1
Kobe	5 a.	29.96	—	—	—	—	1
Yokohama	5 a.	29.96	—	—	—	—	1
Shanghai	5 a.	29.96	—	—	—	—	1
Amoy	5 a.	29.96	—	—	—	—	1
Swatow	5 a.	29.96	—	—	—	—	1
Taihu	5 a.	29.96	—	—	—	—	1
Kobe	5 a.	29.96	—	—	—	—	1
Yokohama	5 a.	29.96	—	—	—	—	1
Shanghai	5 a.	29.96	—	—	—	—	1
Amoy	5 a.	29.96	—	—	—	—	1
Swatow	5 a.	29.96	—	—	—	—	1
Taihu	5 a.	29.96	—	—	—	—	1
Kobe	5 a.	29.96	—	—	—	—	1
Yokohama	5 a.	29.96	—	—	—	—	1
Shanghai	5 a.	29.96	—	—	—	—	1
Amoy	5 a.	29.96	—	—	—	—	1
Swatow	5 a.	29.96	—	—	—	—	1
Taihu	5 a.	29.96	—	—	—	—	1
Kobe	5 a.	29.96	—	—	—	—	1
Yokohama	5 a.	29.96	—	—	—	—	1
Shanghai	5 a.	29.96	—	—	—	—	1
Amoy	5 a.	29.96	—	—	—	—	1
Swatow	5 a.	29.96	—	—	—	—	1
Taihu	5 a.	29.96	—	—	—	—	1
Kobe	5 a.	29.96	—	—	—	—	1
Yokohama	5 a.	29.96	—	—	—	—	1
Shanghai	5 a.	29.96	—	—	—	—	1
Amoy	5 a.	29.96	—	—	—	—	1
Swatow	5 a.	29.96	—	—	—	—	1
Taihu	5 a.	29.96	—	—	—	—	1
Kobe	5 a.	29.96	—	—	—	—	1
Yokohama	5 a.	29.96	—	—	—	—	1
Shanghai	5 a.	29.96	—	—	—	—	1
Amoy	5 a.	29.96	—	—	—	—	1
Swatow	5 a.	29.96	—	—	—	—	1
Taihu	5 a.	29.96	—	—	—	—	1
Kobe	5 a.	29.96	—	—	—	—	1
Yokohama	5 a.	29.96	—	—	—	—	1
Shanghai	5 a.	29.96	—	—	—	—	1
Amoy	5 a.	29.96	—	—	—	—	1
Swatow	5 a.	29.96	—	—	—	—	1
Taihu	5 a.	29.96	—	—	—	—	1
Kobe	5 a.	29.96	—	—	—	—	1
Yokohama	5 a.	29.96	—	—	—	—	1
Shanghai	5 a.	29.96	—	—	—	—	1
Amoy	5 a.	29.96	—	—	—	—	1
Swatow	5 a.	29.96	—	—	—	—	1
Taihu	5 a.	29.96	—	—	—	—	1
Kobe	5 a.	29.96	—	—	—	—	1
Yokohama	5 a.	29.96	—	—	—	—	1
Shanghai	5 a.	29.96	—	—	—	—	1
Amoy	5 a.	29.96	—	—	—	—	1
Swatow	5 a.	29.96	—	—	—	—	1
Taihu	5 a.	29.96	—	—	—	—	1
Kobe	5 a.	29.96	—	—	—	—	1
Yokohama	5 a.	29.96	—	—	—	—	1
Shanghai	5 a.	29.96	—	—	—	—	1
Amoy	5 a.	29.96	—	—	—	—	1
Swatow	5 a.	29.96	—	—	—	—	1
Taihu	5 a.	29.96	—	—	—	—	1
Kobe	5 a.	29.96	—	—	—	—	1
Yokohama	5 a.	29.96	—	—	—	—	1
Shanghai	5 a.	29.96	—	—	—	—	1
Amoy	5 a.	29.96	—	—	—	—	1
Swatow	5 a.	29.96	—	—	—	—	1
Taihu	5 a.	29.96	—	—	—	—	1
Kobe	5 a.	29.96	—	—	—	—	1
Yokohama	5 a.	29.96	—	—	—	—	1
Shanghai	5 a.	29.96	—	—	—	—	1
Amoy	5 a.	29.96	—	—	—	—	1
Swatow	5 a.	29.96	—	—	—	—	1
Taihu	5 a.	29.96	—	—	—	—	1
Kobe	5 a.	29.96	—	—	—	—	1
Yokohama	5 a.	29.96	—	—	—	—	1
Shanghai	5 a.	29.96	—	—	—	—	1
Amoy	5 a.	29.96	—	—	—	—	1
Swatow	5 a.	29.96	—	—	—	—	1
Taihu	5 a.	29.96	—	—	—	—	1
Kobe	5 a.	29.96	—	—	—	—	1
Yokohama	5 a.	29.96	—	—	—	—	1
Shanghai	5 a.	29.96	—	—	—	—	1
Amoy	5 a.	29.96	—	—	—	—	1
Swatow	5 a.	29.96	—	—	—	—	1
Taihu	5 a.	29.96	—	—	—	—	1
Kobe	5 a.	29.96	—	—	—	—	1
Yokohama	5 a.	29.96	—	—	—	—	1
Shanghai	5 a.	29.96	—	—	—	—	1
Amoy	5 a.	29.96	—	—	—	—	1
Swatow	5 a.	29.96	—	—	—	—	1
Taihu	5 a.	29.96	—	—	—	—	1
Kobe	5 a.	29.96	—	—	—	—	1
Yokohama	5 a.	29.96	—	—	—	—	1
Shanghai	5 a.	29.96	—	—	—	—	1
Amoy	5 a.	29.96	—	—	—	—	1
Swatow	5 a.	29.96	—	—	—	—	1
Taihu	5 a.	29.96	—	—	—	—	1
Kobe	5 a.	29.96	—	—	—	—	1
Yokohama	5 a.	29.96	—	—	—	—	1
Shanghai	5 a.	29.96	—	—	—	—	1
Amoy	5 a.	29.96	—	—	—	—	1
Swatow	5 a.	29.96	—	—	—	—	1
Taihu	5 a.	29.96	—	—	—	—	1
Kobe	5 a.	29.96	—	—	—	—	1
Yokohama	5 a.	29.96	—	—	—	—	1
Shanghai	5 a.	29.96	—	—	—	—	1
Amoy	5 a.	29.96	—	—	—	—	1
Swatow	5 a.	29.96	—	—	—	—	1
Taihu	5 a.	29.96	—	—	—	—	1
Kobe	5 a.	29.96	—	—	—	—	1
Yokohama	5 a.	29.96	—	—	—	—	1
Shanghai	5 a.	29.96	—	—	—	—	1
Amoy	5 a.	29.96	—	—	—	—	1
Swatow	5 a.	29.96	—	—	—	—	1
Taihu	5 a.	29.96	—	—	—	—	1
Kobe	5 a.	29.96	—	—	—	—	1
Yokohama	5 a.	29.96	—	—	—	—	1
Shanghai	5 a.	29.96	—	—	—	—	1
Amoy	5 a.	29.96	—	—	—	—	1
Swatow	5 a.	29.96	—	—	—	—	1
Taihu	5 a.	29.96	—	—	—	—	1
Kobe	5 a.	29.96	—	—	—	—	1
Yokohama	5 a.	29.96	—	—	—	—	1
Shanghai	5 a.	29.96	—	—	—	—	1
Amoy	5 a.	29.96	—	—	—	—	1
Swatow	5 a.	29.96	—	—	—	—	1
Taihu	5 a.	29.96	—	—	—	—	1
Kobe	5 a.	29.96	—	—	—	—	1
Yokohama	5 a.	29.96	—	—	—	—	1
Shanghai	5 a.	29.96	—	—	—	—	1
Amoy	5 a.	29.96	—	—	—	—	1
Swatow	5 a.	29.96	—	—	—	—	1
Taihu	5 a.	29.96	—	—	—	—	1
Kobe	5 a.	29.96	—	—	—	—	1
Yokohama	5 a.	29.96	—	—	—	—	1
Shanghai	5 a.	29.96	—	—	—	—	1
Amoy	5 a.	29.96	—	—	—	—	1
Swatow	5 a.	29.96	—	—	—	—	1
Taihu	5 a.	29.96	—	—	—	—	1
Kobe	5 a.	29.96	—	—	—	—	1
Yokohama	5 a.	29.96	—	—	—	—	1
Shanghai	5 a.	29.96	—	—	—	—	1
Amoy	5 a.	29.96	—	—	—	—	1
Swatow	5 a.	29.96	—	—	—	—	1
Taihu	5 a.	29.96	—	—	—	—	1
Kobe	5 a.	29.96	—	—	—	—	1
Yokohama	5 a.	29.96	—	—	—	—	1
Shanghai	5 a.	29.96	—	—	—	—	1
Amoy	5 a.	29.96	—	—	—	—	1
Swatow	5 a.	29.96	—	—	—	—	1
Taihu	5 a.	29.96	—	—	—	—	1
Kobe	5 a.	29.96	—	—	—	—	1
Yokohama	5 a.	29.96	—	—	—	—	1
Shanghai	5 a.	29.96	—	—	—	—	1
Amoy	5 a.	29.96	—	—	—	—	1
Swatow	5 a.	29.96	—	—	—	—	1
Taihu	5 a.	29.96	—	—	—	—	1
Kobe	5 a.	29.96	—	—	—	—	1
Yokohama	5 a.	29.96	—	—	—	—	1
Shanghai	5 a.	29.96	—	—	—	—	1
Amoy	5 a.	29.96	—	—	—	—	1
Swatow	5 a.	29.96	—	—	—	—	1
Taihu	5 a.	29.96	—	—	—	—	1
Kobe	5 a.	29.96	—	—	—	—	1
Yokohama	5 a.	29.96	—	—	—	—	1
Shanghai	5 a.	29.96	—	—	—	—	1
Amoy	5 a.	29.96	—	—	—	—	1
Swatow	5 a.	29.96	—	—	—	—	1
Taihu	5 a.	29.96	—	—	—	—	1
Kobe	5 a.	29.96	—	—	—	—	1
Yokohama	5 a.	29.96	—	—	—	—	1
Shanghai	5 a.	29.96	—	—	—	—	1
Amoy	5 a.	29.96	—	—	—	—	1
Swatow	5 a.	29.96	—	—	—	—	1
Taihu	5 a.	29.96	—	—	—	—	1
Kobe	5 a.	29.96	—	—	—	—	1
Yokohama	5 a.	29.96	—	—	—	—	1
Shanghai	5 a.	29.96	—	—	—	—	1
Amoy	5 a.	29.96	—	—	—	—	1
Swatow	5 a.	29.96	—	—	—	—	1
Taihu	5 a.	29.96	—	—	—	—	1
Kobe	5 a.	29.96	—	—	—	—	1
Yokohama	5 a.	29.96	—	—	—	—	1
Shanghai	5 a.	29.96	—	—	—	—	1
Amoy	5 a.	29.96	—	—	—	—	1

SHIPPING

ARRIVALS.

ANAN, Danish str., 3,325, C. Schmitt, 13th July—Singapore 8th July, General—Thoresen & Co.
 RIO PARAG, American str., 1,947, Simons, 13th July—Singapore 9th July, General—Order.
 CHILDA, Norwegian str., 1,102, Nils, 13th July—Singapore 11th July, General—Thoresen & Co.
 HAIMUS, British str., 641, A. H. Stewart, 14th July—Swatow 13th July, Douglas-Lapraik & Co.
 KAMO MARU, Japanese str., 4,942, K. Shimizu, 14th July—Shanghai 10th July, General—Nippon Yusen Kaisha.
 PANAMA MARU, Japanese str., 5,589, J. Kano, 13th July—Shanghai 10th July, General—Osaka Shosen Kaisha.
 PROMETHEUS, Norwegian str., 1,027, O. Naasen, 13th July—Bangkok 7th July, Rice—Thoresen & Co.
 OTOWA MARU, Japanese str., 576, N. Hyodo, 13th July—Mojji 9th July, Coal—Mitsui Bussan Kaisha.
 SINKIANG, British str., from Canton.

CLEARANCES.

IN THE HARBOUR MASTER'S OFFICE.
 July 14th.
 WIMBLEDON, British str., for Canton.
 CHINCHIA, British str., for Manila.

DEPARTURES.

July 14th.
 EGREMENT CASTLE, British str., for Singapore.
 KAIKONG, British str., for Hoihow.
 KAMO MARU, Japanese str., for London.
 SINKIANG, British str., for Shanghai.
 TYBERS, British str., for Hoihow.
 WAKAMATSU MARU, Japanese str., for Wakamatsu.

SHIPPING REPORT.

The British str. *Haimus* reports: Fine weather throughout the voyage.

VESSELS EXPECTED.

AUSTRALIAN MAIL.

The str. *Eastern* from Sydney, etc., left Manila for this port on Tuesday, the 13th inst., at 1 p.m., and may be expected to arrive here this afternoon.
 The str. *Adenham* left Sydney for this port (via Queensland ports, Port Darwin, and Manila) on 10th inst., and may be expected to arrive here on or about 2nd August.

THE CANADIAN MAIL.

The str. *Mongolia* is due to arrive here to-day.

THE ENGLISH MAIL.

The str. *Oriental* left Singapore for this port on the 11th inst., a.m., with outward English mails, and is due here to-day at noon.

MERCHANT STEAMERS.

The str. *Sangola* from Calcutta left Singapore on the 13th inst., a.m., and may be expected here on or about the 18th inst.

INDO-CHINA LINE.

Namsang, from Calcutta, is due in Hongkong 20th July.

INDIA LINE.

Indrasamha, from Vladivostok, is due in Hongkong end of July.

LATEST STEAMER MOVEMENTS.

The str. *Montague* arrived Moji on Tuesday, the 13th inst., from Moji on Wednesday, the 14th inst., at 5 a.m., due to arrive Kobe on Thursday, 15th inst., at a.m.
 The str. *Bendler* from Leith, Middlesbrough, and London left Singapore for this port on 14th inst., and may be expected to arrive here on or about 20th inst.

VESSELS ON THE BERTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, CEYLON, BOMBAY, AUSTRALIA, ADEEN, EGYPT, MEDITERRANEAN PORTS AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR PERMANENT, BATAVIA, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship

"SARDINIA", carrying His Majesty's Mails, will be despatched from this port on SATURDAY, the 17th July, 1915, at Noon, taking Passengers and Cargo for the above Ports, in connection with the Co.'s "MONGOLIA" from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable and Tea and Cargo for India, France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London. Other Cargo for London, etc., will be conveyed via Bombay and transhipped to the s.s. "KHIVA", due in London on the 29th August, 1915. Parcels will be received at the Office until 4 p.m. the day before sailing. The contents and value of all packages are required. For further particulars, apply to E. A. HEWITT, Superintendent.

Hongkong, 3rd July, 1915.

GLEN LINE (MCGREGOR, GOW & Co.) LIMITED.

For GENOA, LONDON AND HULL.

THE Steamship

"GLENFURRY", Captain F. T. Jones, will be despatched for the above ports on or about the 15th July, 1915. For freight and further particulars, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 6th July, 1915.

For SEATTLE.

THE s.s. "SHINSEI MARU" will be despatched about the end of July. For Freight and particulars, apply to JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 30th June, 1915.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "K," nearest Hongkong "H," midway between Hongkong and Kowloon "M," and those vessels berthed at the Kowloon Wharf "LW," together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON VIA USUAL PORTS OF CALL	SARDINIA	Brit. str.	—	J. T. Jeffery	P. & O. S. N. Co.	On 17th inst., at Noon.
LONDON VIA USUAL PORTS OF CALL	KANIGAR	Brit. str.	—	A. N. Rivers, R.N.M.	P. & O. S. N. Co.	On 30th inst., at Noon.
MARSEILLES VIA PORTS	KAMO MARU	Jan. str.	—	Shimizu	NIPPON YUSEN KAISHA	To-day, at Noon.
MARSEILLES VIA PORTS	V. CIOTAT	Frean. str.	—	—	MESSAGERIES MARITIMES	On 17th inst.
VICTORIA & TACOMA VIA KREUNG & SHAI B.O.	TACOMA MARU	Jan. str.	—	T. Hamada	OSAKA SHOSHEN KAISHA	To-day, at 3 p.m.
VICTORIA & TACOMA VIA KREUNG & SHAI B.O.	SALO MARU	Jan. str.	—	K. Asakawa	NIPPON YUSEN KAISHA	On 27th inst., at 4 p.m.
GENOA LONDON AND HULL	GRANTHER	Brit. str.	—	F. T. Jones	SHAW, TOMES & CO.	About 10th inst.
SEATTLE	SHINSEI MARU	Jan. str.	—	—	JARDINE, MATHESON & CO., LD.	On 23rd inst., at 1 p.m.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	MONGOLIA	Jan. str.	—	Emery Rice	TOYO KISEN KAISHA	On 27th inst., at Noon.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	SHINSEI MARU	Jan. str.	—	—	TOYO KISEN KAISHA	On 3rd Aug., at Noon.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	PERSEA	Am. str.	—	A. G. Stevens	TOYO KISEN KAISHA	On 23rd Sept., at 10.30 a.m.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	NIPPON MARU	Jan. str.	—	—	TOYO KISEN KAISHA	On 10th Sept., at Noon.
MEXICAN, PERUVIAN & CHILE PORTS VIA JAPAN	ANTO MARU	Jan. str.	—	—	THE BANK LINE, LIMITED	To-morrow, at 4 p.m.
DELAGOA BAY, DURBAN, EAST LONDON, &c.	GUJARAT	Brit. str.	—	Takoda	GIBB, LIVINGSTON & CO.	On 22nd inst., at 11 a.m.
AUSTRALIAN PORTS VIA MANILA	NIKKO MARU	Brit. str.	—	—	JAVA-CHINA-JAPAN LINE	On 23rd inst.
JAPAN	RUPPEN	Brit. str.	—	Karunani	NIPPON YUSEN KAISHA	To-morrow, at 10 a.m.
KOBE & YOKOHAMA	KAWACHI MARU	Jan. str.	—	Tomanga	NIPPON YUSEN KAISHA	On 17th inst., at 4 p.m.
NAGASAKI, KOBE & YOKOHAMA	HTACHI MARU	Jan. str.	—	Shane	BUTTERFIELD & SWIRE	On 23rd inst., at D'light.
WEIHAIWEI & TIENSIN	RUHOW	Brit. str.	1 m.	E. S. Jones	JARDINE, MATHESON & CO., LD.	To-day, at 4 p.m.
WEIHAIWEI & TIENSIN	CHONGSHING	Brit. str.	—	—	MESSAGERIES MARITIMES	To-day.
SHANGHAI, KOBE & YOKOHAMA	YINGHOW	Brit. str.	1 m.	A. L. Valentini	P. & O. S. N. Co.	About 16th inst.
SHANGHAI	POLYNESIAN	Frean. str.	—	W. L. Jones	BUTTERFIELD & SWIRE	On 18th inst., at D'light.
SHANGHAI	ORIENTAL	Brit. str.	1 m.	Spencer Wilde	JARDINE, MATHESON & CO., LD.	On 20th inst., at D'light.
SHANGHAI	CHENAN	Brit. str.	—	S. Houlwood	JARDINE, MATHESON & CO., LD.	On 22nd inst., at Noon.
SHANGHAI	HANGSANG	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 22nd inst.
SHANGHAI	CHONGSHING	Brit. str.	—	—	DAVID SASSOON & CO., LD.	On 21st inst.
SHANGHAI	KAMAKURA MARU	Jan. str.	—	—	BUTTERFIELD & SWIRE	On 21st inst., at 4 p.m.
SHANGHAI	SANGOLA	Brit. str.	—	—	JARDINE, MATHESON & CO., LD.	About 23rd Aug.
SHANGHAI	ANGUI	Brit. str.	1 m.	D. Asbury	OSAKA SHOSHEN KAISHA	On 21st inst., at 10 a.m.
SHANGHAI	NAMSANG	Brit. str.	—	A. H. Stewart	DOUGLAS, LAPRAIK & CO.	To-morrow, at 2.30 p.m.
SHANGHAI	SOREN	Brit. str.	—	J. W. Evans	DOUGLAS, LAPRAIK & CO.	On 20th inst., at 2.30 p.m.
SHANGHAI	NOORU MARU	Jan. str.	—	W. O. Parnamore	DOUGLAS, LAPRAIK & CO.	On 25th inst., at 2.30 p.m.
SHANGHAI	HAINAN	Brit. str.	2 h.	S. Tokunaga	JARDINE, MATHESON & CO., LD.	On 17th inst., at 3 p.m.
SHANGHAI	HAINAN	Brit. str.	2 h.	R. K. Rolfe	BUTTERFIELD & SWIRE	On 22nd inst., at 4 p.m.
SHANGHAI	WINGANG	Brit. str.	1 m.	K. Murakami	OSAKA SHOSHEN KAISHA	To-day, at Noon.
SHANGHAI	TAMING	Brit. str.	—	D. Fuchigami	NIPPON YUSEN KAISHA	On 23rd inst., at 7 a.m.
SHANGHAI	YUENSANG	Brit. str.	—	T. S. Anderson	JARDINE, MATHESON & CO., LD.	On 23rd inst., at 3 p.m.
SHANGHAI	DAIJI MARU	Jan. str.	—	R. A. Mitchell	JARDINE, MATHESON & CO., LD.	On 27th inst., at 7 a.m.
SHANGHAI	JATA MARU	Jan. str.	—	—	THE BANK LINE, LTD.	On 26th Aug.
SHANGHAI	JINSEI MARU	Jan. str.	—	—	OSAKA SHOSHEN KAISHA	To-morrow, at 10 a.m.
SHANGHAI	YATSHING	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-morrow, at 11 a.m.
SHANGHAI	FOOHSANG	Brit. str.	—	—	JARDINE, MATHESON & CO., LD.	To-day, at 11 a.m.
SHANGHAI	MAIWA MARU	Jan. str.	—	—	—	—
SHANGHAI	DAIJI MARU	Jan. str.	—	—	—	—
SHANGHAI	KAIKONG	Brit. str.	1 m.	—	—	—
SHANGHAI	TAKSANG	Brit. str.	—	—	—	—
SHANGHAI	SINGAN	Brit. str.	1 m.	—	—	—

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STRAMERS	TO SAIL
MANILA	"WINGSANG"	Saturday, 17th July, 3 p.m.
SHANGHAI	"HANGSANG"	Tuesday, 20th July, D'light.
HAIPHONG	"TAKSANG"	Tuesday, 20th July, 7 a.m.
SHANGHAI	"CHOYSANG"	Thursday, 22nd July, Noon.
SINGAPORE, PENANG & CALOUTTA	"YATSHING"	Friday, 23rd July, 3 p.m.
MANILA	"YUENSANG"	Saturday, 24th July, 3 p.m.
SHANGHAI, KOBE & MOJI	"NAMSANG"	Sunday, 25th July, D'light.
SINGAPORE, PENANG & CALOUTTA	"FOOHSANG"	Tuesday, 27th July, 3 p.m.
WEIHAIWEI & TIENSIN	"CHONGSHING"	Wednesday, 28th July, D'light.

The Steamers "KUTANG", "FAMING", and "FOOHSANG" leave about every 3 weeks for Hongkong and Japan returning via Kobe (Japan Sea) and Moji to Hongkong. Time compiled 20 days. This service is supplemented by the "YATSHING", "KUTANG", and "FOOHSANG", and leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time compiled 6 days.

These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried. Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze, Chefoo, Tientsin, Dairen, W'wei, Peking, and other ports. Taking Cargo on Through Bills of Lading to Kaitum, Lahad Dairu, Singapore, Tawau, Tanakan, and other ports.

Telephone No. 215, Sub. Exch. 4.

Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., GENERAL MANAGERS.

Hongkong, 15th July, 1915.

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG AND RANGOON.

Steamers are despatched Eastward and Westward at regular intervals taking

Passengers and Cargo at Current Rates

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.,

Telephone No. 215.

AGENTS

Hongkong, 16th April, 1914.

THE ROYAL MAIL STEAM PACKET COMPANY.



PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE.

"SHIRE" LINE SERVICE—HOMEWARDS.

FOR STEAMERS DATE OF DEPARTURE.

TRANS-PACIFIC SERVICE.

REGULAR SAILINGS TO VICTORIA, VANCOUVER, SEATTLE, TACOMA AND PORTLAND.

For Freight and Further Particulars, apply to JARDINE, MATHESON & Co., LTD., AGENTS.

Hongkong, 14th July, 1915.

PACIFIC MAIL S.S. CO.

MODERN HIGH-POWERED TWIN SCREW EXPRESS STEAMERS.

MONGOLIA 27000 tons MANCHURIA 27000 tons

KOREA 18000 tons SIERRA 18000 tons

CHINA 10000 tons PERSIA 8000 tons

Between Hong Kong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco.

"THE SUNSHINE BELT"—The Most Comfortable Route to America and Europe

MONGOLIA Sailing SUNDAY, 20th July, at 1 p.m.

SIERRA Sailing MONDAY, 21st July, at Noon.

KOREA Sailing TUESDAY, 22nd July, at 1 p.m.

SIERRA Sailing WEDNESDAY, 23rd July, at 1 p.m.

These steamers are famous for their modern equipment, comfort, and the superiority of the cuisine, which is under the personal supervision of Mr. V. Morel, the world-famous caterer. Large staterooms, equipped with electric fans, and running water. Berths equipped with electric reading lamps. Numerous amusements—billiard, swimming tank, Philippine orchestra, deck games, dances, etc.—not a dull moment throughout the trip.

The Safety and Comfort of Passengers is Our First Consideration.

For further information, rates, literature, schedules, etc., apply to

R. O. MORTON, AGENT,

TEL. No. 141. KING'S BUILDINGS.

"HONGKONG DAILY PRESS" PUBLICATIONS.

DIRECTORY AND CHRONICLE OF THE FAR EAST	\$10.00
Do. Do. Smaller Edition	6.00
CHILDREN OF FAR CATHAY, Social and Political Notes, by O. J. H. Halcombe	8.50
THE JUBILEE OF HONGKONG, being an Historical Sketch, to which is added an Account of the Celebrations in 1891	1.30
THE HONGKONG TYPHOON, Sept. 18th, 1905. Illustrated Account	0.50
TEMPORARY MINING REGULATIONS IN CHINA	0.50
REGULATIONS FOR RAILWAY CONSTRUCTION IN CHINA	0.50
HONGKONG HANARD REPORTS OF THE MEETINGS OF THE LEGISLATIVE COUNCIL, Published Annually	5.00
MOUNTINGS OF NAVAL GUNS and their Subsequent Use with the Ladysmith Relief Column	1.00
WARLIKE EXPLOITS OF THE MERCHANT NAVY, by J. E. Featherstonhaugh	1.00
POLITICAL OBSTACLES TO MISSIONARY SUCCESS IN CHINA	0.25
TRADE MARK REGULATIONS IN CHINA	0.15
MISSIONARY DIRECTORY, paper cover	\$0.50
MISSIONARY DIRECTORY, cloth cover	1.00
DOG AND GUN in New Territory, FROM HONGKONG TO CANTON, BY THE PEARL RIVER—"A Book for the Globetrotter," by Capt. C. V. LLOYD, with Maps and Illustrations	1.75
HONGKONG WEEKLY PRESS, half-yearly vol., bound	7.50
SIXTY YEARS' ANGLICAN CHINESE CALENDAR, 1884 to 1923	0.30
RATES OF EXCHANGE AT HONGKONG, English Mail days 1874	1.00
BOMBAY RATES OF EXCHANGE AT HONGKONG, English Mail days 1888	1.00
DAUGHTER, an Anglo-Chinese Romance, by Chas. J. H. Halcombe	0.50
PLAN OF THE WEST RIVER	1.00
"VICTORIA	1.00
"KOWLOON	0.75
"PEAK	0.75
"NEW TERRITORY	0.75
POWER OF ATTORNEY FORM	0.50
MAIL TABLES for 1914, on card	0.50
" " " " on paper	0.50

SHIPPING IN PORT.

STRAMERS.

DAIJI MARU, Japanese str., 740, K. Murakami, 8th July—Swatow 7th July, General—Osaka Shosen Kaisha.
 DAIJI MARU, Japanese str., 1,135, Tanaka, 7th July—Tsingtau 2nd July, General—Order.
 DAIJI MARU, Japanese str., 899, J. Konishi, 12th July—Haiphong 10th July, General—Osaka Shosen Kaisha.

FUKUI MARU, Japanese str., 3,039, H. Chesaki, 12th July—Mojji 6th July, Coal—Mitsui Bussan Kaisha.
 HANGSANG, British str., 1,350, S. Wilde, 12th July—Saigon 7th July, Rice—Jardine, Matheson & Co.

HEIYO MARU, Japanese str., 2,297, Nakamura, 7th July—Miki 1st July, Coal—Mitsui Bussan Kaisha.
 HONGKONG, French str., 742, A. Marguerite, 3rd July—Hoihow 2nd July, General—A. R. Marcy.

HEINCHANG, Chinese str., 1,111, Monro, 12th July—Tientsin 7th July, General—Chinese.
 ITO MARU, Japanese str., 3,601, K. Okamoto, 6th July—Mojji 27th June, General—Order.

KAIKONG, British str., 980, J. B. Evans, 12th July—Haiphong 10th July, General—Butterfield & Swire.
 KWANLOO, Chinese str., 1,468, McArthur, 7th July—Shanghai 4th July, General—Chinese.

MANDAN MARU, Japanese str., 2,600, S. Suzuki, 12th July—Miki 7th July, Coal—Mitsui Bussan Kaisha.
 MEXICO CITY, British str., 3,179, N. A. Starkey, 7th July—Saigon 3rd July, Rice—Chinese.

NANYO MARU, Japanese str., 1,995, 13th July—Mojji 6th July, Coal—Mitsui Bussan Kaisha.
 PHIA NANG, British str., 1,162, Flashman, 10th July—Saigon 6th July, Rice—Order.

SHANGHAI, British str., 1,223, Edward Simons, 12th July—Hoihow 11th July, General—Butterfield & Swire.
 TACOMA MARU, Japanese str., 3,890, J. Hamada, 10th July—Mojji 8th July, General—Osaka Shosen Kaisha.

TAIWAN, British str., 2,000, P. W. Grierson, 10th July—Mebourne 5th June, General—Butterfield & Swire.
 TAIHUNG, Chinese str., 1,200, Westerlund, 12th July—Shanghai 7th July, General—Chinese.

TAIWAN MARU, Japanese str., 1,145, H. Sawai, 13th July—Bangkok 7th July, Rice—Dodwell & Co.
 TAIHUNG, British str., 1,200, F. W. Cullum, 12th July—Vancouver 16th May, General—Butterfield & Swire.

TJILIWONG, Dutch str., 3,061, A. Oldenburger, 6th July—Manila 4th July, Sugar and General—Java-China Japan Line.

TOKYO MARU, Japanese str., 2,294, J. Nakamura, 3rd July—Mojji 25th June, Coal—Mitsui Bishi Goshi Kaisha.
 WAKAMATSU MARU, Japanese str., 1,722, Yamaguchi, 6th July—Wakamatsu 30th July, Coal—Mitsui Bussan Kaisha.

WINGSANG, British str., 1,267, Lishman, 8th July—Hogay 3rd July, Coal—Jardine, Matheson & Co.
 WIMBLEDON, British str., 2,363, Cantell, 13th July—Chingnan 6th July, Coal

COMMERCIAL

CLOSING QUOTATIONS

	July 14th.
ON LONDON :—	
Telegraphic Transfer	1 1/4
Bank Bills, on demand	1 1/4
Bank Bills, at 30 days' sight	1 1/4
Bank Bills, at 4 months' sight	1 1/4
Credits, at 4 months' sight	1 1/4
Documentary Bills 4 months' sight, 1/16	
ON PARIS :—	
Bank Bills, on demand	7 1/4
Credits, at 4 months' sight	2 1/2
ON GERMANY :—	
On demand	nom.
ON NEW YORK :—	
Bank Bills, on demand	4 1/2
Credits, at 60 days' sight	nom.
ON BOMBAY :—	
Telegraphic Transfer	nom.
Bank, on demands	13 1/4
ON CALCUTTA :—	
Telegraphic Transfer	nom.
Bank, on demand	13 1/4
ON SHANGHAI :—	
Bank, at sight	7 1/2
Private, 30 days' sight	nom.
ON YOKOHAMA :—On demand	86
ON MANILA :—On demand	86
ON SINGAPORE :—On demand	7 1/2
ON BATAVIA :—On demand	106
ON HATYONG :—On demand	2 1/2 p.m.
ON RANGOON :—On demand	3 p.m.
ON BANGKOK :—On demand	8 1/2
SOVEREIGNS, Bank's Buying Rate	111 1/2 n.
GOLD LEAF, 100 fms. per tael	\$58.70
HAN SILVER, per cwt	22 1/2

報新外中港香

報新外中港香
CHUNG NGOI SAN P
(Chinese Daily Press),
PUBLISHED DAILY
is the oldest and still immeasurably the best
Advertising medium among the
Native Community.
Established for over FIFTY YEARS
Circulates largely throughout Southern China
Indo-China, etc.
Terms for Advertising (Translation free) can
be obtained at the Office, 101, Des Voeux Road
Central, Hongkong, 131, West Street, London
or from the different Agents.
Documents translated from or into Chinese
or Colloquial Chinese.

SEARCH LIST - QUOTATIONS

STOCKS.	NO. OF SHARES.	VALUE.	PAY UP.	CLOSING QUOTA TIONS CASE.	ON BAL- ANCE OF LAST DAY.
BANKS.					
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$815, sales	
China Bank Company, Limited	50,000	\$12	all	London	5 1/2 p.c.
China Light and Power Company, Ltd.	50,000	\$5	all	\$10	
China Provident Loan & Mortgage Co., Ltd.	50,000	\$1	all	\$42, sellers	8 1/2 p.c.
Central Bank	200,000	\$10	all	\$240, sales	7 1/2 p.c.
STEEL COILS MANUFACTURING CO., LTD.	40,000	Tls. 50	all	Tls. 25, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100	8 1/2 p.c.
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	all	Tls. 80	
Loan Kung Mow Cotton & W. Co., Ltd.	8,000	Tls. 100	all	Tls. 87	
Seymour Cotton & W. Co., Ltd.	20,000	Tls. 50	all	Tls. 44	
Yew Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 171, buyers	
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$73, buyers	
(In Liquidation)				\$34, sal. & buy.	4 1/2 p.c.
Dairy Farm Company, Limited	40,000	\$7 1/2	95		
DOCKS AND WHARVES.					
H.Kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$70, sales	5 p.c.
H.Kong, and Whampoa Dock Co., Ltd.	50,000	\$50	all	\$71, sellers	4 p.c.
Shai, Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 51	
Shai, and Hongkong Wharf Co., Ltd.	35,000	Tls. 100	all	Tls. 81, buyers	
Green Island Cement Co., Limited	400,000	\$10	all	\$5 80, sellers	
Hongkong Electric Co., Limited	60,000	\$10	all	\$41, buyers	7 1/2 p.c.
Hongkong Hotel Company, Limited	20,000	\$50	all	\$116, buyers	5 p.c.
Hongkong Ice Company, Limited	5,000	\$25	all	\$185, buyers	5 1/2 p.c.
Hongkong Rope Manufacturing Co., Ltd.	60,000	\$5	all	\$251, buyers	7 1/2 p.c.
Hongkong Tramway Co., Ltd.	325,000	5/-	all	\$7, sellers	
INSURANCE.					
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$370, buyers	6 p.c.
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$150, sellers	7 p.c.
Hongkong Fire Insurance Co., Ltd.	8,000	\$350	\$50	\$395, buyers	7 p.c.
North-China Insurance Co., Limited	10,000	\$15	\$5	Tls. 170	
Union Insurance Society, Limited	12,400	\$250	\$100	\$915, buyers	6 1/2 p.c.
Yangtze Insurance Association Ltd.	12,000	\$100	\$50	\$240, @ Ex 73	
LAND AND BUILDINGS.					
China Land & Survey Agency Co., Ltd.	50,000	\$100	all	\$111, buyers	6 1/2 p.c.
Hongkong Land Reclamation Co., Ltd.	10,000	\$100	\$75	\$100	
Hongkong Land Reclamation Co., Ltd.	25,000	\$100	\$75	\$215, buyers	6 p.c.
Humbrook Estate and Finance Co., Ltd.	150,000	\$50	\$50	\$40, buyers	7 1/2 p.c.
Kowloon Land and Building Co., Ltd.	70,000	Tls. 50	all	Tls. 105	
Shanghai Land Investment Co., Ltd.	12,500	\$50	all	\$71, buyers	6 p.c.
West Point Building Co., Limited	12,500	\$50	all	\$71, buyers	
(Kathachappi to Mifu, Boshan)	250,000	Gds. 10	all	Tls. 39, buyers	
Landbouw exploitatie in Langkat					
MINES.					
Chinese Engineering and M. Co., Ltd.	1,000,000	\$1	all	\$0.4, buyers	
Barr Australia Gold Mining Co., Ltd.	200,000	\$1	all	\$54	
Tromps Mines, Limited	160,000	\$1	all	\$1 1/2, w. d. v.	8 p.c.
Peak Tramways Co., Limited	25,000	\$10	all	\$89	
	50,000	\$10	all	\$0.50, buyers	
REFINERIES.					
China Sugar Refining Co., Limited	20,000	\$100	all	\$127, sal. & buy.	
Luzon Sugar Refining Co., Limited	7,000	\$100	all	\$44, sal. & buy.	
STEAMSHIP COMPANIES.					
China and Manila Steamship Co., Ltd.	30,000	\$25	all	\$0.40, buyers	
Douglas Steamship Co., Limited	30,000	\$50	all	\$56, buyers	6 p.c.
H.Kong, Canton & Macao S.S. Co., Ltd.	80,000	\$15	all	\$20, sellers	4 p.c.
Indo-China Steam Navigation Co., Ltd.	50,000 pref. & 60,000 def.	\$5	all	\$116, buyers	
Shell Transport & Trading Co., Ltd.	4,047,675	\$1	all	\$61, buyers	7 1/2 p.c.
Star Ferry Company, Limited	40,000	\$10	all	\$34, sellers	5 1/2 p.c.
South China Morning Post, Limited	5,000	\$2	all	\$28	
Swan Laundry Company, Limited	20,000	\$5	all	\$3.15, buyers	8 1/2 p.c.
STORES AND DISPENSARIES.					
Powell, Wm., Limited	21,000	\$7	all	\$65, buyers	7 1/2 p.c.
Watson & Co., A. B., Limited	50,000	\$10	all	\$65, sellers	9 p.c.
Union Waterboat Co., Limited	50,000	\$10	all	\$17 1/2, buyers	9 p.c.

BANKS
HONGKONG AND SHANGHAI
BANKING CORPORATION

Paid-up Capital \$15,000,000
 Reserve Funds:—
 Sterling
 2½-\$1,500,000 = \$15,000,000
 Silver \$15,000,000
 Reserve Liability of Proprietors \$33,000,000
 \$15,000,000

COURT OF DIRECTORS,
 HON. MR. D. LANDAU—Chairman.
 W. L. PATTERSON, Esq.—Deputy Chairman
 S. H. McDONALD, Esq. P. H. HUBBARD, Esq.
 C. S. GUBBAY, Esq. Hon. Mr. E. SHALLIMAN

CHIEF MANAGERS:
 Hongkong—N. J. STABB.
 SHANGHAI—A. G. STEPHEN.

LONDON BANKERS:
 LONDON COUNTY AND WESTMINSTER
 BANK, LIMITED.

HONGKONG INTEREST ALLOWED.
 On Current Account at the rate of Two per cent. per annum on the Daily Balance.

ON FIXED DEPOSITS.
 For 3 months, 3½ per cent. per Annum.
 " 6 " 4 "
 " 12 " 4 "

N. J. STABB,
 Chief Manager.

Hongkong, 11th November, 1914. 15

INTERNATIONAL BANKING
CORPORATION.

HEAD OFFICE:—Wall Street, New York.
LONDON OFFICE:—Bishopsgate, E.C.

CAPITAL PAID-UP (U.S. Gold) \$3,250,000
RESERVE FUNDS **4,120,000**

(Gold) \$7,370,000

All kinds of **FOREIGN** and **LOCAL**
BANKING BUSINESS transacted.
CURRENT ACCOUNTS opened and
FIXED DEPOSITS received at rates
to be ascertained on application.

N. S. MARSHALL,
Manager.

9, Queen's Road,
Hongkong, 12th May, 1915.

THE BANK OF CHINA. GOVERNMENT BANK

(SPECIALLY AUTHORIZED BY PRESIDENTIAL MANDATE OF 15TH APRIL, 1912.)

Authorized Capital \$20,000,000.
Paid-up Capital \$10,000,000.

HEAD OFFICE: PEKING.

BRANCHES AND SUB-BRANCHES:

BEIJING: NANKING: CHINKING, YANG-
chow, WYSEH, WAH, ANCHING, KATUNG,
TUNGKIANG, SOOCHOW, HANKOW,
SHANGHAI, TSEANG, NANCHANG, TIENTSIN;
HONGKONG, SHANGHAI, TIENTSIN, PEKING, HANKOW, NANCHANG, KATUNG, WYSEH, YANG-
chow, CHINKING, NANKING, BEIJING.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the **HONGKONG AND SHANGHAI BANKING CORPORATION**. Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3½ per cent per annum.

Depositors may transfer at their option balances of \$100 or more to the **HONGKONG AND SHANGHAI BANK** to be placed on **FIXED DEPOSIT** at 4 per cent per annum.

For the **HONGKONG AND SHANGHAI BANKING CORPORATION**,
IN J. STARR,
Chief Manager.

Hongkong, 2nd November, 1914. (19)

Joking, Hongkong, Kowloon, Kiang-
 hain, Malacca, Hangchow, Wenchow,
 Shaochin, Chinkai, Lanchi, Huchow,
 Ningpo. KAYAN: Chinghai, Shinyan,
 Lohu, Chowkai, Taimu, Chienchi,
 Tunkhai, Linchi, Manting, Suifu,
 Yikuh, Huiming, Chefoo, Tingtau.
 KAYAN: Yuncheng, Fochow, Chang-
 chow, Kirin, Monkong, Newchwang,
 Dairen, Harbin, Tientsin, Tieling,
 Chinkow, Antung, Cassow, Kumang.
 Peking: Kueihua, Suifuancheng,
 etc., etc.

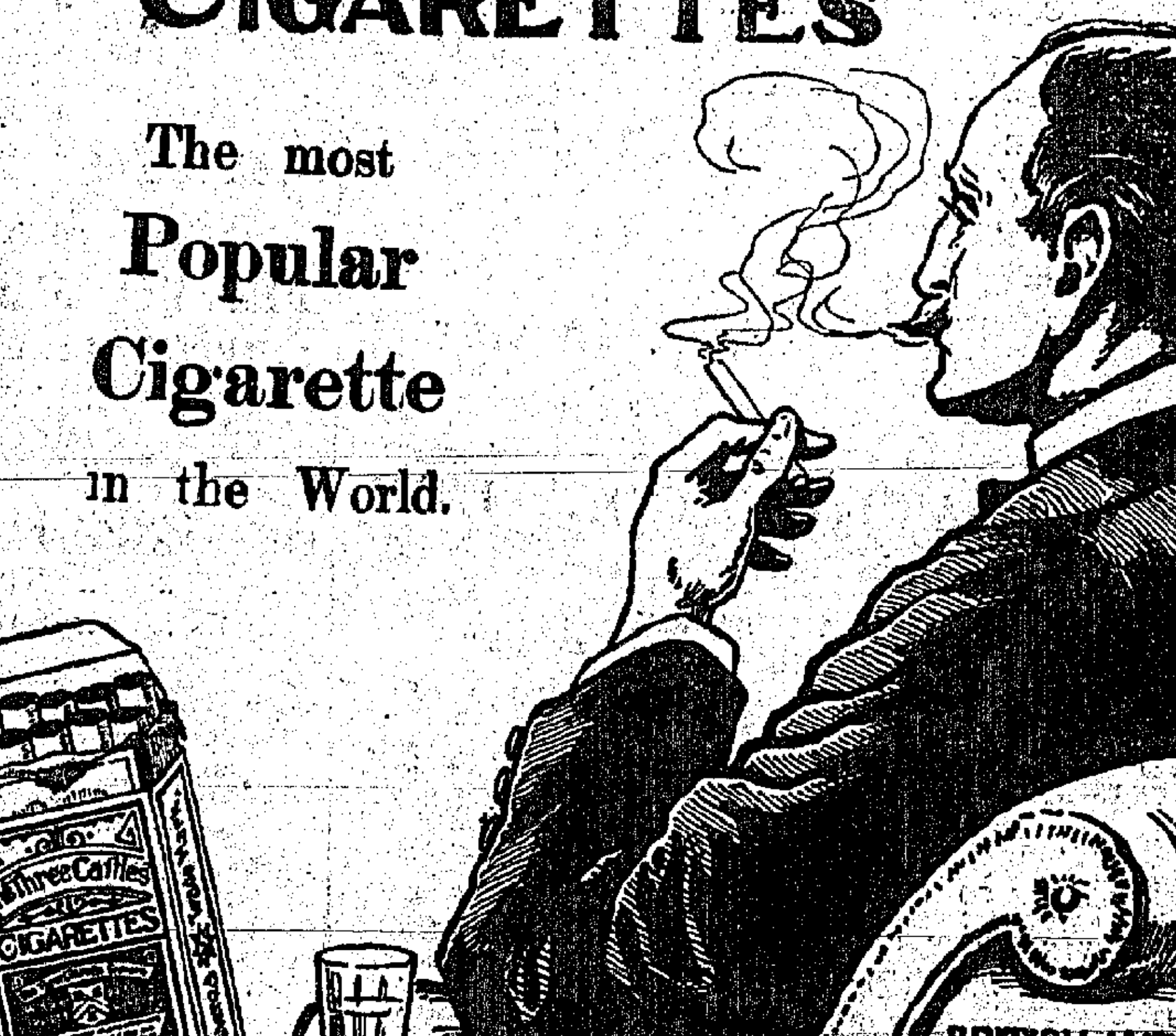
CANTON BRANCH:
 Interest allowed on current accounts and
 Fixed Deposits. Terms on application.
 Every description of Banking business trans-
 acted, and all transactions on approved securities.
 Special facilities for Home exchange.
 Hongkong, 13th October, 1914. 1754

Printed and Published by HARRY ADOLF
 DAILEY PRESS, Ltd., at 104, Des Voeux
 London Office: 12, Fleet Street, E.C.4.

W.D. & H.O. WILLS,

"Three Castles" CIGARETTES

The most
Popular
Cigarette
in the World.



BRITISH-AMERICAN
TOBACCO CO. LTD.
BRISTOL & LONDON
DISTRIBUTORS